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1971

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Taking a look back to remember the heroes of yesteryear

David Addison (l) and Matt James

Welcome to the first in an exciting new series of quarterly bookazine specials brought to you by *Motorsport News* and Kelsey Media. *Motorsport Moments* brings together our talented team of writers and our extensive archive to take a look back at some of the most sensational events, cars and stars of the past 50 years.

Our inaugural edition celebrates the 1971 season, one which was highlighted by the second Formula 1 World championship triumph of Jackie Stewart, and the first for the all-British Tyrrell team. It brought a unforgettable success for the then little-known Saab firm on the RAC Rally, and the iconic Porsche 917 bestrode the sportscar arena.

Through this new series of bookazines, we will focus on particular years, and we start with 50 years ago. Due to the fine work of editor-in-chief David Addison, we look at every area of motorsport and unearth some of the stories which quickly passed into motor racing folklore.

Enjoy this maiden issue of *Motorsport Moments*, and we hope it brings to life some of the tales and momentous moments that have helped bring motor racing to the widespread popularity it enjoys today. And don't forget to look out for our next issue, the 1981 special..

Matt James
Motorsport News editor

A pivotal season where lasting memories were made

By 1971, motorsport was moving forward. Technology was progressing rapidly, innovation was vital and safety was being improved, at least in small steps at first.

Through these pages we take a broad look at the major branches of motorsport in 1971, from the British blitz on Formula 1 with Scotsman Jackie Stewart taking the F1 World Championship in a British-built, -designed and -engined car, to the burgeoning world of international rallying, the popular platform and a look at the national motorsport scene. Sponsorship was becoming a more important factor in the sport and we look at that as well, seeing how racing was ahead of rallying in this respect.

In writing these pages, it has been a fascinating trip for us all down memory lane, reminding us that the top-line drivers of the time wouldn't be confined to one category or one team. It is amazing to see how many different cars some drivers enjoyed in a single season.

There are negatives in celebrating this period. Some of the circuits that you will read about are no more, categories defunct and teams and constructors have disappeared too, and of course drivers have been lost either in this dangerous period or subsequently.

But enjoy the many positives. Cars of different shapes and sizes before windtunnels took hold, some of the charismatic liveries of the time, the unusual machines that graced motorsport – and the stunning photography from around the world.

And there is another major point to note: back in 1971, we were known as *Motoring News*, rather than *Motorsport News* as today. Then as now, *MN* was a weekly, bringing news, reports and comment from the wide spectrum that makes up this varied, global sport.

Enjoy this look at a pivotal year.

David Addison
Editor-in-chief
Motorsport Moments

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Jackie Stewart won six races in 1971 with the Tyrrell 003 and a second title

BRITAIN TAKES ON THE WORLD

In 1971, Englishman Ken Tyrrell built his first Formula 1 car and Scotsman Jackie Stewart was behind the wheel. They took on the World championship establishment and won. **David Addison** tells the story

In 1969, John Young Stewart scooped the title driving for Ken Tyrrell's team in a Matra. It was a great association and one that the British side of the operation was keen to continue, but Matra had other ideas.

Running the Ford-badged Cosworth DFV engine had brought results, but the French car-maker wanted to promote its own brand. A Matra-Matra, rather than Matra-Ford, was the desire on the other side of the Channel, so JYS and Ken Tyrrell looked for a way of maintaining the relationship with Ford for engines. Ultimately, they wanted to build their own car and be in control of their destiny, but that would take time. A stop-gap was to buy cars from the March constructor.

In Spain 1970, Stewart won in the March. To his amazement for he had heard negative reports about the March. It wasn't the fastest car so the Tyrrell squad tried to make sure it was reliable and in a race of attrition, so it proved. JYS wasn't taken in, though: reliability issues hit in Monaco and Belgium.

Behind the scenes, Derek Gardner was designing the Tyrrell 001 and it was raced by Stewart at the Oulton Park Gold Cup, the non-championship F1 race at the Cheshire circuit, and he drove it in practice at Monza, but it was the Canadian race in which it made its debut. He started from pole, led for 31 laps before a damaged axle compromised his pace. The seeds had been sown…

Over the winter, Gardner refined the car and the squad was ready for 1971, with another weapon now in the armoury: Goodyear tyres. Tyrrell and Stewart were ready.

The 1971 season began in early March in South Africa. Stewart took pole position, but finished a gnat's whisker under 21 seconds behind the race-winning Ferrari of Mario Andretti. It was not a position in which JYS intended to finish on a regular basis that season: his sights were set on the top step of the podium.

Next stop Spain and Stewart had a new car. The 001 was replaced by the 003, a car that included numerous detail

improvements. The 002, incidentally, was a car built specially for Stewart's team-mate Francois Cevert who was taller than Jackie and struggled to fold himself into the 001. The 002 was his car, with the refinements included, and 003 was for Stewart. It would evolve further during the season, but its debut in Spain was impressive enough, Jackie scoring victory to give Tyrrell its first win as a constructor, having relieved polesitter Jacky Ickx (Ferrari 312B) of the lead on lap six of 75. Cevert took 002 to seventh, just missing out on a point (which in those days were awarded to the top six only), but with Ickx having led, finished second, taken pole and the fastest race lap, Ferrari was certainly a threat to the British team.

In Monaco, for the third race, Stewart was imperious. He took pole position from Ickx, but the gap between them was 1.2 seconds, a whopping margin on the demanding street circuit where precision is key. On race day, Stewart was under the weather, suffering from a badly upset stomach. Jackie headed to the grid, only to be told that mechanics had found a broken brake balance bar. That meant that he would have to race with braking to the front wheels only. Come the race, Jackie was in a class of his own, the blue Tyrrell-Cosworth leading each of the 80 laps as he took victory and edged clear in the World championship standings. Playing down the braking dramas, Stewart explained that: "Monaco is not particularly hard on brakes as you are never slowing down from really high speed." Bear in mind, though, that over 80 laps, that equated to 2800 gear changes from the manual box. That, an upset stomach, brake problems, it was quite a drive. Things were looking good for the title…

The Belgian Grand Prix should have come next but the organisers hadn't done the requisite safety work to satisfy the Grand Prix Drivers' Association, the body that represented the drivers' interests. So, after a month gap, Holland was the next venue as the teams headed to the seaside circuit of Zandvoort. Stewart qualified third, the outside of the front row in those days of 3-2-3 grid formations, but race day was a disaster for him. It dawned wet and the track was soaking when the race started, Stewart suffering an early spin on lap two, dropping to eighth place. However, this was a race in which tyres were key and the Firestone wets worked far better than the Goodyear rubber. That allowed Ickx's Ferrari to assume the lead from Pedro Rodriguez (BRM P160) and the second Ferrari of Clay Regazzoni, while Stewart (and the other Goodyear-shod runners) struggled to make the tyres work. They just wouldn't warm up and therefore offer the necessary grip, and Stewart could only limp round in the hope that others would fall off and he would inherit a point. Eleventh was a poor result, made worse by the fact the was five laps behind the winner…

With Ferrari and Ickx in particular having shown their pace in Holland, it was essential that Stewart and Tyrrell fought back in France. Jackie's 003 chassis appeared with a full-width nose for better aerodynamics, just one of the updates that designer Gardner would introduce. Double-disc brakes and a rear wing incorporating radiators were also trialled during the season. In France, at the fast Paul Ricard circuit in Le Castellet, Stewart banged the Tyrrell on to pole position and ran out the winner, as well as bagging the fastest lap, while team-mate Cevert came home in second, up from seventh on the grid. It was a great result for the French driver on home soil and it gave Ken Tyrrell's eponymous team its first 1-2 finish as a constructor. Better news was that Ickx's Ferrari retired four laps in with an engine failure, meaning that the Belgian didn't score a single point and that allowed Stewart to extend the margin in the championship.

With the win in France, Stewart arrived at the next grand prix on the crest of a wave. It was the British Grand Prix, held at Silverstone, and one for which a vast crowd came to cheer on the British star. He was pipped to pole position by the Ferrari of Regazzoni, JYS lining up second on the grid, and it was Regga who led away, the red Ferrari leading the first three laps of the race. Stewart, though, was not to be denied a British GP win and moved past the Ferrari on lap four. Once ahead, he was never headed. Win. Fastest lap. Nine more World championship points. With Ickx sidelined again, a broken engine after 51 laps, not only was Stewart pulling clear in the World

championship, but the season was fast turning into a one-man show. Not even Cevert was achieving the same results as his team-mate, with Francois taking 10th in Britain, a far cry from his podium result two weeks earlier.

By now, the question wasn't so much who would win the title as to how many races would he win on his way to the crown? By now, Jackie had won four races from the first six and there were still five to go…for a team in its first year as a constructor, this was turning into a remarkable season.

The German Grand Prix came next, returning to the Nurburgring after a year away at the Hockenheim circuit, safer perhaps but far less of a challenge for the drivers. Stewart was no lover of the Nordschleife, considering it needlessly dangerous, but he mastered the place he dubbed 'The Green Hell' in qualifying, by taking pole position on the 14-mile-long circuit. Pole was a lap of 7m 19s, just before the inevitable rain

Mario Andretti (Ferrari 312B) won the season-opener in South Africa as he split his campaign with US races

Stewart dominated on the streets of Monaco

"Tyrrell took its first F1 win as a constructor"

The new Tyrrell made its debut at Montjuic Park

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Belgian Jacky Ickx won at Zandvoort in Holland due to changeable conditions and trick Firestone tyres

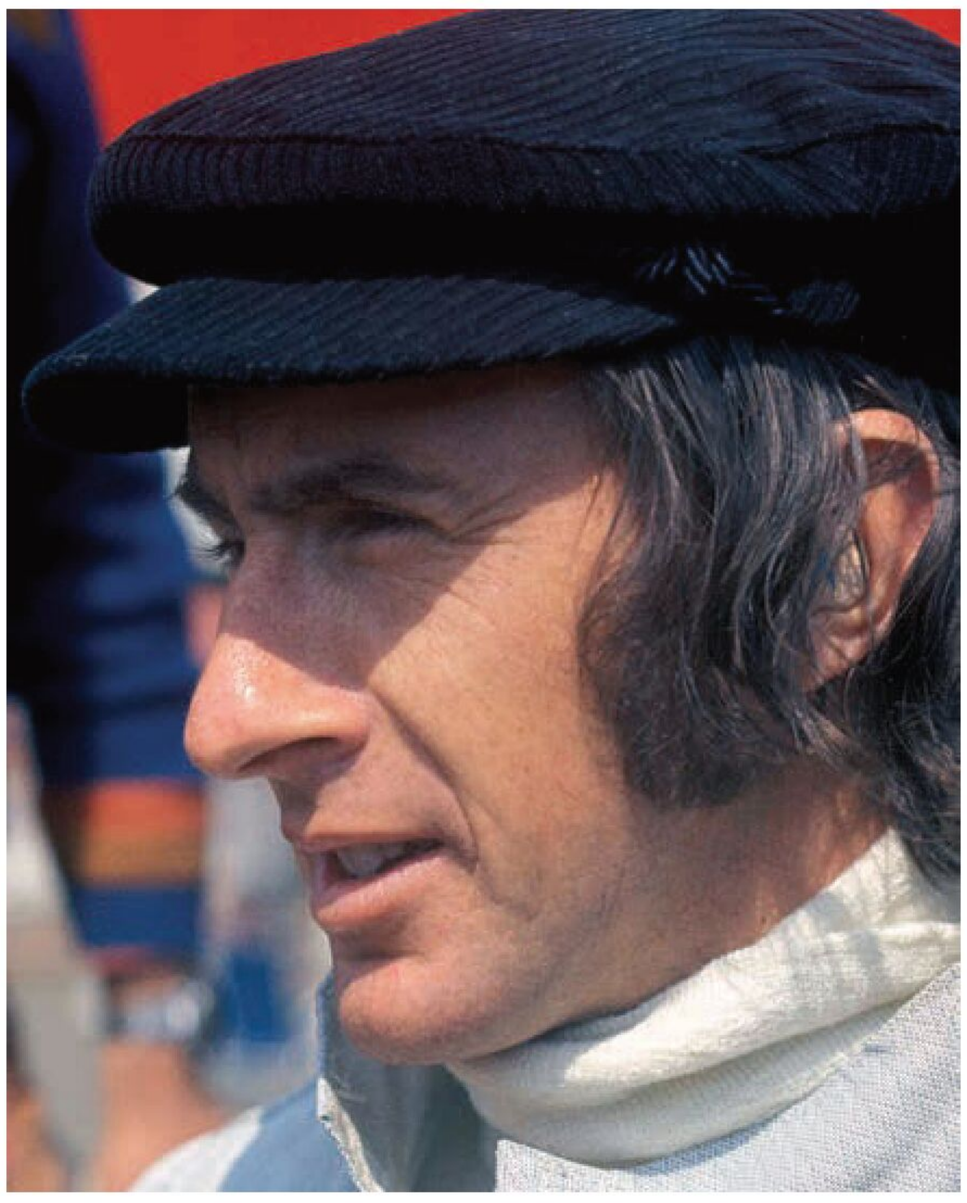
started to fall. Race day, in contrast, was dry and a massive crowd poured in to see the race, with Stewart in uncompromising mood. He may have been jumped off the line by second-qualifier Ickx, but he forced the Tyrrell into the lead on the opening lap to grab the advantage. It was a lead he was never to lose in the 12-lap, 170-mile race. Win number five. More good news came for Tyrrell, as Cevert took second, from fifth on the grid, while Ickx spun at the Wipperman right-hander on lap two to retire from the race with damage. No points for the Belgian. Stewart won by 30 seconds while Cevert took a new lap record as he maintained a gap over third-placed Regazzoni.

The championship moved next to Austria and the Osterreichring. It was the venue, a year earlier, at which Stewart drove his penultimate race for March. In 1971, though, there was almost a feeling of gloom, with the domination of Tyrrell making everyone rather fearful of a dull race. Indeed, such was the despair felt by Matra that the French team had pulled out of the race, a far cry from its 1969 successes with Stewart and Tyrrell, the people that had now turned F1 on its head.

Stewart had concerns with is gearbox during the practice days and put his Tyrrell second on the grid. The surprise of qualifying was a pole position for the popular Jo Siffert in his BRM P160. The V12-engined car, with the Swiss-born son of a dairy owner behind the wheel, was ideally suited to the fast Austrian circuit and as 'Seppi' beat Jackie off the line, the day was his. Never was the BRM headed as the Swiss driver scored a second career win, to add to his 1968 British Grand Prix success.

Behind Siffert, Stewart was hanging on to second place but powerless to close on Siffert. His Tyrrell had started on a front tyre that was narrower than his usual choice. It was the wrong decision as it turned out because the Goodyear rubber induced understeer, forcing Stewart to go into damage-limitation mode. That said, such was the pace of the Tyrrells that the Scot, and his third-placed team-mate Cevert, were well clear of the opposition. As Stewart's understeer worsened, Cevert moved ahead into second

"Stewart was champion with three races still to go"



Scotsman Stewart was in his prime during 1971

Stewart headed home Tyrrell's first 1-2 of the campaign at Paul Ricard, leading home Francois Cevert

place, JYS having to cope with his recalcitrant car. Until lap 36, that was, when the short stub-axle, that took most of the load on a circuit with lots of fast right-handers, broke and Stewart's left-rear wheel parted company with the car. In a cloud of dust, Jackie was out of the race.

For Tyrrell, worse was to come as Cevert was having problems with his gearbox and eventually he would join Stewart as a retirement. With the car jumping out of gear, the engine was becoming stressed as the revs would suddenly shoot up and eventually the Cosworth unit could take no more. In front of the pits on lap 43, the engine detonated and the Frenchman was out of the race. Siffert hung on to win the race, despite a late-race scare thanks to a deflating tyre, while Emerson Fittipaldi (Lotus 72-Cosworth) took second place. However, with Ickx again a retirement, this time with problems with spark plug leads, he failed to add to his 19 points in the championship and although Stewart didn't add to his 51, pure maths told the story: Jackie Stewart couldn't be overhauled in the championship and was World champion for a second time. Tyrrell also had 51 points and was headed for the constructors' title.

As a footnote to the 1971 Austrian Grand Prix, the race included the debut in a GP of one Niki Lauda whose story would become legend by the end of the decade.

As motorsport hailed a new World champion, there were still races to run. The circus moved next to Italy and to the superb parkland circuit of Monza, a fast, slipstreamer of a track that favoured the brave. As speeds were building, chicanes loomed: 1971 would be the final year without a chicane at Monza.

The tifosi arrived in vast numbers to see their beloved Ferraris win. The new World champion wanted to take another victory too. In the end, the race produced a surprise winner, a stunning finish and one of those races that entered folklore. In the 55 laps, eight different drivers led over the line at some points as the lead traded between the leading group. Matra was back and New Zealander Chris Amon guided his chassis to pole position, but despite leading nine laps, sixth place was all he could manage.

Regazzoni's Ferrari had qualified eighth but somewhat obviously jumped the start. This being Italy, someone forgot to penalise the Italian car… He led at the end of the opening tour, before Ronnie Peterson's March 711-Cosworth took a turn in the lead. Stewart also led, on lap eight, but this wasn't a great day for the wee Scot as his Cosworth engine failed on him. After 15 laps, a connecting rod failed under the stress of being made to run flat out to stay with the V12 Ferraris and BRMs, and JYS was out of the race.

However, the race was far from dull and far from resolved. With Regazzoni's Ferrari also out of the race, another engine failure, it left Peterson challenging for a win, with the key opposition being Cevert's Tyrrell 002, Mike Hailwood (Surtees TS9-Cosworth) and Peter Gethin's BRM P160. Howden Ganley's BRM P160 was just about in touch, too.

It all boiled down to the last corner and the dash to the line. The last corner at Monza is the Parabolica, a fast right-hander. Lead through the corner and you give the slipstream to the man behind and risk being mugged on the dash to the flag; sit too far back in the pack and you may miss the chance to pounce. Cevert led Peterson into the

Ferrari leads away at the start of the French Grand Prix, but neither of the Italian cars would finish the race

corner, but both braked a fraction too late and slid ever-so-slightly wide. As the five cars, Ganley's BRM having joined the train, hurtled out of the last corner, the flag was readied. It was Gethin who darted from the pack and stormed to the line, his right foot almost pressed through the chassis. He won the race, his only GP win, by one-hundredth of a second! There were 25 lead changes that day…

Two to go. Normal service was resumed in Canada where Stewart took pole position but lost the start to Peterson's March 711. The Swedish driver hung on to the lead, with Stewart sitting on his tail, waiting for Ronnie to make a mistake. It never came and hence Stewart had to use his guile to force a way past on lap 31. Once ahead, Stewart's task was eased by the traffic, local driver George Eaton (BRM P160) moved aside for the leader but then switched across on Peterson. It knocked the front wing of the March askew and Peterson started to struggle as the handling deteriorated, although he did manage to hang on to second place. Weather conditions were worsening and after 64 laps the race was stopped giving Stewart the

The dream team: Stewart, designer Derek Gardner and Ken Tyrrell

Jacky Ickx got the jump on Jackie Stewart at the start in Germany, but the Tyrrell man soon restored order

win from Peterson and American Mark Donohue third in his McLaren M19A.

The final race of the season was across the border in America at the Watkins Glen circuit in upstate New York. Stewart took pole and led the first 13 laps from Cevert but was struggling with his tyres. His were wearing faster than Cevert's and he started to fall away to end the race in fifth place.

Jackie Stewart ended the year with six wins on his way to a second title. He led 347 laps and finished the season on 62 points to the 33 of Ronnie Peterson with Cevert third. Tyrell bagged the Constructors' crown, 73 points to the 36 of BRM.

The season had shown the talent of Jackie Stewart and the ability of Ken Tyrrell to run an exceptional team, with Derek Gardner due credit for his effective design. Added to that, the season had shown a change of emphasis, as the Cosworth DFV engine, Ford-badged, allowed constructors to drop in a turn-key power unit and, if the car's design was good enough, challenge for wins. March was in the ascendancy, Lotus was working hard to recapture its previous form, McLaren was heading to the front, Brabham was about to be sold by new owner Ron Tauranac to Bernie Ecclestone who in turn would stamp his mark on F1 as the decade ended. In contrast, BRM, despite two wins, was waning and Ferrari, too, was dropping off the pace after a disappointing 1971 season. Despite the win by Andretti in the opening race in South Africa and Ickx's weather-assisted success in Holland, it was a very poor season for the Scuderia and it would take a change of personnel on the management side to reverse its fortunes.

Ken Tyrrell reckoned that the first chassis, Tyrrell 001, cost £22,500 to build, about the same as two-and-a-half March 701s of the time.

It turned out to be a great investment, but Tyrrell should take credit, too, for discovering Stewart as well. He first saw him in a Formula Junior test at Goodwood in 1963 and nurtured him through the junior single-seater ranks before they hooked up together again in 1968 when Tyrrell arrived on the grand prix grid. It was one of those partnerships that gelled, and between them it looked as though anything was possible. After the death in qualifying at Monza of the soon-to-be-confirmed World champion Jochen Rindt in 1970, '71 gave the sport something to cheer for. It got the story line it needed: plucky British team builds its own car and wins Drivers' and Constructors' titles first time out with a British driver behind the wheel.

It was *Boy's Own* stuff... M

"Cosworth had been crucial"

Stewart's brand-new racer

Revson won F1's closest finish

Mario Andretti's Ferrari (5, centre) leads away the opening grand prix of the season on his way to glory

POINTS

Formula 1 World Championship 1971

POS	DRIVER	CAR	1	2	3	4	5	6	7	8	9	10	11	TOTAL
1	Jackie Stewart	Tyrrell	6	9	9	-	9	9	9	-	-	9	2	62
2	Ronnie Peterson	March	-	-	6	3	-	6	2	-	6	6	4	33
3	Francois Cevert	Tyrrell	-	-	-	-	6	-	6	-	4	1	9	26
4	Jacky Ickx	Ferrari	-	6	4	9	-	-	-	-	-	-	-	19
5	Jo Siffert	BRM	-	-	-	1	3	-	DQ	9	-	-	6	19
6	Emerson Fittipaldi	Lotus	-	-	2	WD	4	4	-	6	-	-	-	16
7	Clay Regazzoni	Ferrari	4	-	-	4	-	-	4	-	-	-	1	13
8	Mario Andretti	Ferrari	9	-	NQ	-			3			-	NS	12
9	Peter Gethin	McLaren/BRM	-	-	-	-	-	-	-	-	9	-	-	9
10	Pedro Rodriguez	BRM	-	3	-	6	-							9
11	Chris Amon	Matra	2	4	-	-	2	-	-		1	-	-	9
12	Reine Wisell	Lotus	3	-	-	DQ	1	-	-	3	-	2	-	9
13	Denny Hulme	McLaren	1	2	3	-	-	-	-	-		3	-	9
14	Tim Schenken	Brabham		-	-	-	-	-	1	4	-	-	-	5
15	Howden Ganley	BRM	-	-	NQ	-	-	-	-	-	2	NS	3	5

16 Mark Donohue (McLaren) 4; 17 Henri Pescarolo (March) 4; 18 Mike Hailwood (Surtees) 3; 19 John Surtees (Surtees) 3; 20 Rolf Stommelen (Surtees) 3; 21 Graham Hill (Brabham) 2; 22 Jean-Pierre Beltoise (Matra) 1. **Non-scoring drivers:** Jackie Oliver (McLaren); Brian Redman (Surtees); Gijs van Lennep (Surtees); Jo Bonnier (McLaren); David Hobbs (McLaren); Nanni Galli (March); Helmut Marko (McLaren/BRM); Andrea de Adamich (March); Vic Elford (BRM); Francois Mazet (March); John Cannon (BRM); George Eaton (BRM); Mike Beuttler (March); Skip Barber (March); Pete Lovely (Lotus); Max Jean (March); Jean-Pierre Jarier (March); Alex Soler-Roig (March); Dave Charlton (Brabham/Lotus); Chris Craft (Brabham); John Love (March); Jackie Pretorius (Brabham); David Walker (Lotus); Derek Bell (Surtees); Niki Lauda (March); Silvio Moser (Bellasi); Sam Posey (Surtees); Peter Revson (Tyrrell).
Rounds: 1 South African Grand Prix (March 6); 2 Spanish Grand Prix (April 18); 3 Monaco Grand Prix (May 23); 4 Dutch Grand Prix (June 20); 5 French Grand Prix (July 4); 6 British Grand Prix (July 17); 7 German Grand Prix (August 1); 8 Austrian Grand Prix (August 15); 9 Italian Grand Prix (September 5); 10 Canadian Grand Prix (September 19); 11 United States Grand Prix (October 3).

Stewart won the British GP, 1971

Fittipaldi chases down Donohue

Eclectic shapes and sounds of 1971

POINTS

International Cup for F1 Manufacturers

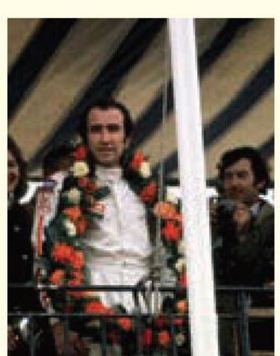
POS	CAR	1	2	3	4	5	6	7	8	9	10	11	TOTAL
1	Tyrrell-Ford	6	9	9	-	9	9	9	-	4	9	9	73
2	BRM	-	3	-	6	3	-	-	9	9	-	6	36
3	Ferrari	9	6	4	9	-	-	4	-	-	-	1	33
4	March-Ford	-	-	6	3	-	6	2	(1)	6	6	4	33 (34)
5	Lotus-Ford	3	-	2	DQ	4	4	-	6		2		21
6	McLaren-Ford	1	2	3	-	-	-	-	-	-	4	-	10
7	Matra	2	4	-	-	2	-	-		1	-	-	9
8	Surtees-Ford	-	-	1	2	-	2	-	-	3	-	-	8
9	Brabham-Ford	-	-	-	-	-	-	1	4	-	-	-	5

Non-scorers: Lotus-Pratt & Whitney; March-Alfa Romeo; Bellasi-Ford
* = brackets are dropped scores

WINNERS

Non Championship Formula 1 races, 1971

WHEN	TITLE	WINNER	CAR
January 24	Argentine Grand Prix	Chris Amon	Matra
March 21	Race of Champions	Clay Regazzoni	Ferrari
March 28	Questor Grand Prix	Mario Andretti	Ferrari
April 9	Spring Trophy	Pedro Rodriguez	BRM
May 8	BRDC International Trophy	Graham Hill	Brabham
June 13	Jochen Rindt Gedachtnisrennen	Jacky Ickx	Ferrari
August 22	International Gold Cup	John Surtees	Surtees
October 24	World Championship Victory Race	Peter Gethin	BRM



Regazzoni won at Brands. Victory Race honoured JYS

BIG PICTURE

Siffert springs a surprise at the Osterreichring

BRM racer Jo Siffert's pole position in the Austrian Grand Prix in 1971 came as a shock to many, but the Swiss racer proved that his pace was no fluke as he went on to collect the race victory ahead of Emerson Fittipaldi's Lotus, which can be seen on row three of the grid here. Australian Tim Schenken took his only grand prix podium with third place for Brabham. Championship leader Jackie Stewart had shared the front row with Siffert, but a stub-axle failure in his Tyrrell prompted a sizeable accident for the Scotsman.

F1: AND THERE'S MORE...

A host of non-championship Formula 1 races gave fans even more opportunities to see their heroes in 1971. **David Addison** takes a look

It's hard to imagine it happening now. In 1971, there were more non-championship Formula 1 races than World championship rounds, run under a variety of titles, all aimed at attracting fans to the circuit.

The principal was a simple one: F1 cars brought people to the tracks and if you didn't have a grand prix, then a non-championship race was a good substitute. The teams liked them as well, because they were encouraged to attend via start money, plus it gave an opportunity on occasions to run different drivers and therefore assess them for a seat for a grand prix.

Britain had five non-championship races in 1971, starting at Brands Hatch with the Race of Champions. In this era, Silverstone and Brands used to alternate the British Grand Prix, and the non-championship race was a way of filling that void in your off year, although Silverstone also ran a non-championship as well as the grand prix that season, and there was no shortage of spectators at any event.

The Race of Champions was held in March and boasted a high-quality entry. Jackie Stewart was the man to watch posting the fastest lap in qualifying for pole position in his Tyrrell 001-Cosworth, the car having earned a podium finish in the opening grand prix in South Africa. That was a race won by Ferrari's Mario Andretti and it was a Ferrari that claimed honours in Kent as Clay Regazzoni guided his 312B to the win by 23 seconds from Stewart with John Surtees taking his eponymous TS9 chassis to third place.

Out if the 15 starters, just seven made it to the flag, one of the retirements from the race being the Lotus 56B of Emerson Fittipaldi, the car (previously used in America) making its debut as an F1 car with power coming from a gas turbine engine built by Pratt & Whitney.

The Lotus was on track, briefly, for Britain's next non-championship F1 race in April, the Rothmans/Daily Express Spring Trophy at Oulton Park in Cheshire. Lotus, indeed, brought three different cars to the race, a 72C for Fittipaldi, a 49C for Tony Trimmer and the 56B for Swede Reine Wisell, but it was Jackie Stewart with Tyrrell 001 who took pole position. However, he was beaten off the line by the popular Mexican Pedro Rodriguez in his BRM P160, Pedro being able to keep his pursuers at bay and his spectacular style keeping the 45,000-strong crowd entertained. Peter Gethin's McLaren M14A chased for second but had a troublesome gearbox and couldn't push as hard as he wanted while Stewart took third feeling that the rear end of the Tyrrell wasn't right. The race lost one car before the start: local F3 racer Cyd Williams rented Frank Williams's March 701 but he suffered a hefty crash in practice against the Bailey Bridge and demolished the car.

The BRDC International Trophy at Silverstone gave British fans another chance to see F1 cars in 1971, the event being run over two heats with the results declared on aggregate. With the event also boasting a round of the Rothmans International Formula 5000 Championship, for five-litre powered single-seaters, a large entry was received and two spectacular races ensued. Fittipaldi was entrusted with the Lotus 56B once again, although the gas turbine car retired from heat one with suspension problems after just three laps. Better was to come, though, as the Brazilian took third place in heat two.

Stewart and Graham Hill won the two heats, Hill driving the Brabham BT34, the so-called lobster claw Brabham thanks to its two radiators mounted ahead of the front wheels

Regazzoni's Race of Champions

Spring Trophy went to Rodriguez

Howden Ganley leads away the ill-fated Victory Race at Brands Hatch

and giving the appearance of the crustacean. Only one such car was built and Hill's race win in heat two, added to third in heat one, gave the popular Englishman the aggregate win, his last in a Formula 1 car.

The annual Oulton Park Gold Cup had benefited a year earlier from the debut of the Tyrrell 001 but for 1971, there were no such PR coups. That didn't deter a huge crowd from attending for the two-part event that was won by Surtees for the second successive year. His Brooke Bond-Oxo Surtees TS9 was one of just eight F1 cars, the rest of the grid being boosted by Formula 5000 cars fighting for their own championship. Henri Pescarolo (March 711-Cosworth) won part one and Surtees part two to win on aggregate.

In October, British fans had yet another chance to see F1 cars, again mixed with F5000 runners, at the newly-created Victory Race, aimed at celebrating Jackie Stewart's World championship success. Jo Siffert, winner of the 1971 Austrian Grand Prix and a British GP winner at Brands in '68, was on pole position in his BRM P160 but made a bad start. Fighting back up to fourth, Siffert suffered a mechanical failure on lap 15 approaching the fast right-hander of Hawthorn. Siffert's car hit an earth bank, rolled and caught fire. Siffert was trapped in the car and died of smoke inhalation before he could be released. The race wasn't restarted and Peter Gethin was declared the winner, although no-one really cared...

There were other non-championship races outside the UK, such as the Gran Premio de la Republica Argentina in Buenos Aires. Chris Amon's Matra MS120-Cosworth won on aggregate... but he would never win a World championship grand prix.

The Questor Grand Prix was run on the Ontario Speedway, won by Andretti's Ferrari 312B, while Ferrari also won the Jochen Rindt Gedachtnisrennen Trophy thanks to Jacky Ickx, the race run in memory of posthumous 1970 World champion Jochen Rindt and with pole position left empty in his honour.

In addition, there were South African F1 races, run for a domestic title but not World championship qualifiers, with modest grids.

There was no shortage of opportunities to see F1 cars in 1971, albeit some had weaker entries than others. The days of non-championship races would continue until 1983 when the final Race of Champions was run.

The gas turbine-powered Lotus

Peter Gethin won Victory Race

Gold Cup went to John Surtees

TYRRELL 003 TYRRELL GOES IT ALONE TO CREATE A WINNER

Uncle Ken went his own way 1971 – with spectacular results for Stewart

Monocoque was slimmed down from previous versions to aid the handling of the 003

Ken Tyrrell's plans to become a constructor in his own right had been sown after an increasingly frustrating alliance with Matra. After a three-year relationship with the French firm had yielded nine wins and a world title in 1969, Tyrrell knew things had to change if he wanted to maintain his level of success.

He bought a March 701 for reigning World title holder Jackie Stewart, Francois Cevert and Johnny Servoz-Gavin to use in 1970, but there was a new initiative being created in his woodyard in Ockham, Surrey. Before the season was out, though, Derek Gardner's first Formula 1 design broke cover, the 001.

It had been created in secret from a blank sheet of paper in just six months and it was Gardner's first grand prix car, initially designated the SP – 'special project'.

It is reported that the new Cosworth DFV-powered car cost Tyrrell the princely sum of £22,500 to create.

The initial machine was a toe-in-the-water but unreliability stuck when it was introduced for the final three rounds of 1970. An updated version came on stream after the opening round of 1971. The reworked

Jackie Stewart gelled perfectly with the Tyrrell 003 machine, a car that he would later be presented with as a gift by the team patron

Ken Tyrrell (left) and Derek Gardner were a dream partnership

Stewart prepares to tackle the Monte Carlo Grand Prix

machine featured a longer wheelbase, upgraded aero at the front of the car and a narrower monocoque. It was an immediate smash and won six races as it carried Stewart to his second World championship. So pliable was the chassis that Stewart claimed: "It always offered you an invitation, never a challenge."

Tyrrell's initial machines were designated after their chassis numbers, rather than the model type, so the 003 was the third attempt that the team had at creating its own car. The car continued to earn success for Stewart well into 1972 – when the Scot missed out on the world title to the Lotus 72 of Emerson Fittipaldi.

Stewart had decided to walk away from motorsport at the end of 1973 as he was increasingly concerned about the dangers of grand prix racing. While celebrating the end of his top-flight career at a special dinner in London, Ken Tyrrell presented Stewart with the car as a memento of his time with the team.

It would also stand as the cusp of Tyrrell's golden period in Formula 1 as, although it continued as a constructor through to 1998, it would only take one further title in 1973.

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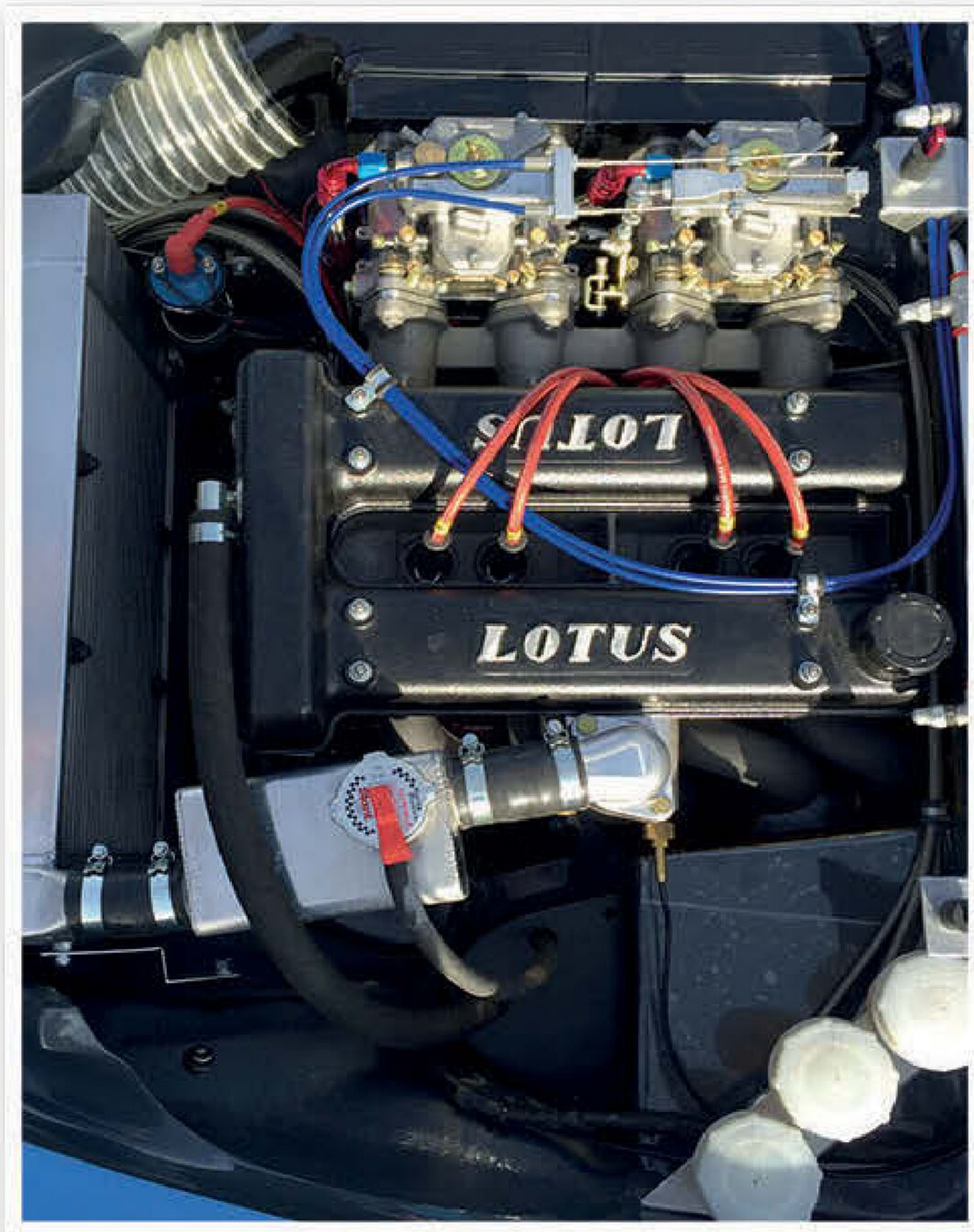

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Fire was a major hazard in 1971. Pedro Rodriguez's blazing Ferrari 512M comes to rest at the Norisring, the Mexican fatally injured

SAFETY FIRST

Safety in motorsport was still rudimentary in 1971, but, as **David Addison** explains, things were improving

In November 2020, Romain Grosjean's Haas crashed into the Bahrain circuit barriers at the start of the grand prix. Laden with fuel, the car ripped in two and burst into flames.

That Grosjean survived is much to do with modern safety measures, but in 1971 it is likely that he would have perished. More disturbing is that he would have been one of many who died and in a time when a driver shrugged, thanked God it wasn't him, and prepared for the next race. Different times...

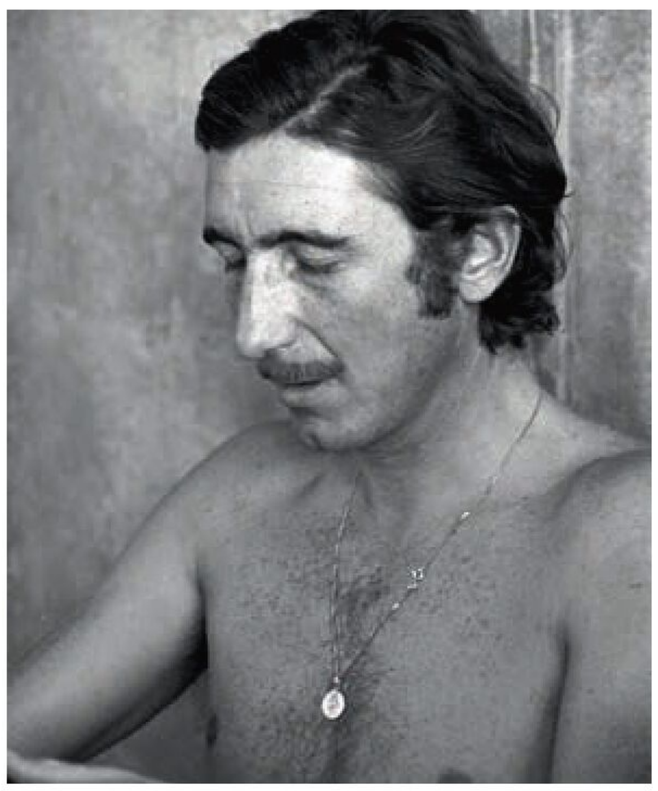
Part of the danger came from the racing, partly from the cars and partly the circuits themselves, plus there was rarely anything like the level of medical cover that there should have been. In 1970, motorsport lost Piers Courage in a fiery accident at Zandvoort, but the darkest moment came that September when Jochen Rindt's Lotus 72C crashed in qualifying at Monza. The Austrian died as a result of his injuries and, as he could not be caught in the championship, became F1's only posthumous World champion. Surely 1971 could only be better? In a sense, it was, for no-one was killed in a grand prix, but motorsport lost two great characters, one in a sportscar race and the other in a non-championship F1/F5000 event.

Pedro Rodriguez had remained in motor racing despite the death of his brother Ricardo in practice for the Mexican Grand Prix in 1962. Pedro had made a name for himself in sportscar racing by 1971, helped by a stunning performance in the rain at Brands Hatch in 1970 when after an early spin he was black-flagged from the race, officials believing he was driving too fast in the awful conditions. He was allowed back out and he went on to win the race...by five laps! His reputation was sealed. In a Formula 1 car he won the South African Grand Prix in 1967 and the Belgian race in 1970 and was an inveterate enthusiast. If there was a race, he'd be in it...

And so it was that he was entered in the relatively unimportant Interserie race at the German street circuit of the Norisring. Interserie catered for sportscars and Pedro, despite being part of Porsche's 1970 and '71 World Championship-winning squad was in a Ferrari. On the 12th lap he caught backmarker Kurt Hild (Porsche 910) and as he tried to pass, his Ferrari 512M slammed into the barriers and erupted into flames. He was badly burnt, there

Damaged cars littering circuits were common in 1971. With no such things as safety cars, drivers pressed on regardless

Team owner Louis Stanley was a prime mover in the medical provision at grands prix



Jo Siffert was killed at Brands Hatch

were deep lesions on several parts of his body and his heart stopped four times. He was dead within the hour.

Jo Siffert had been a grand prix winner in 1970, taking honours in Austria, and was part of the entry for the non-championship Victory Race that October, a new event aimed at celebrating Jackie Stewart and Ken Tyrrell's World championship successes. Siffert qualified on pole, but made a bad start and was playing catch up when he crashed on lap 15, bouncing into an earth banking and catching fire. One marshal, who tried to contact race control to ask for the race to be stopped, discovered that the telephone was faulty. Another found three fire extinguishers didn't operate properly. Siffert died of asphyxia, his only injury a broken leg…

Sickening events like that did at least prompt the more enlightened to take safety seriously. Brands Hatch, for example, built new barriers to try to prevent a car using the earth banks as a ramp, while two people played a key part in the safety crusade as well. One was Jackie Stewart, who had seen too many of his colleagues perish.

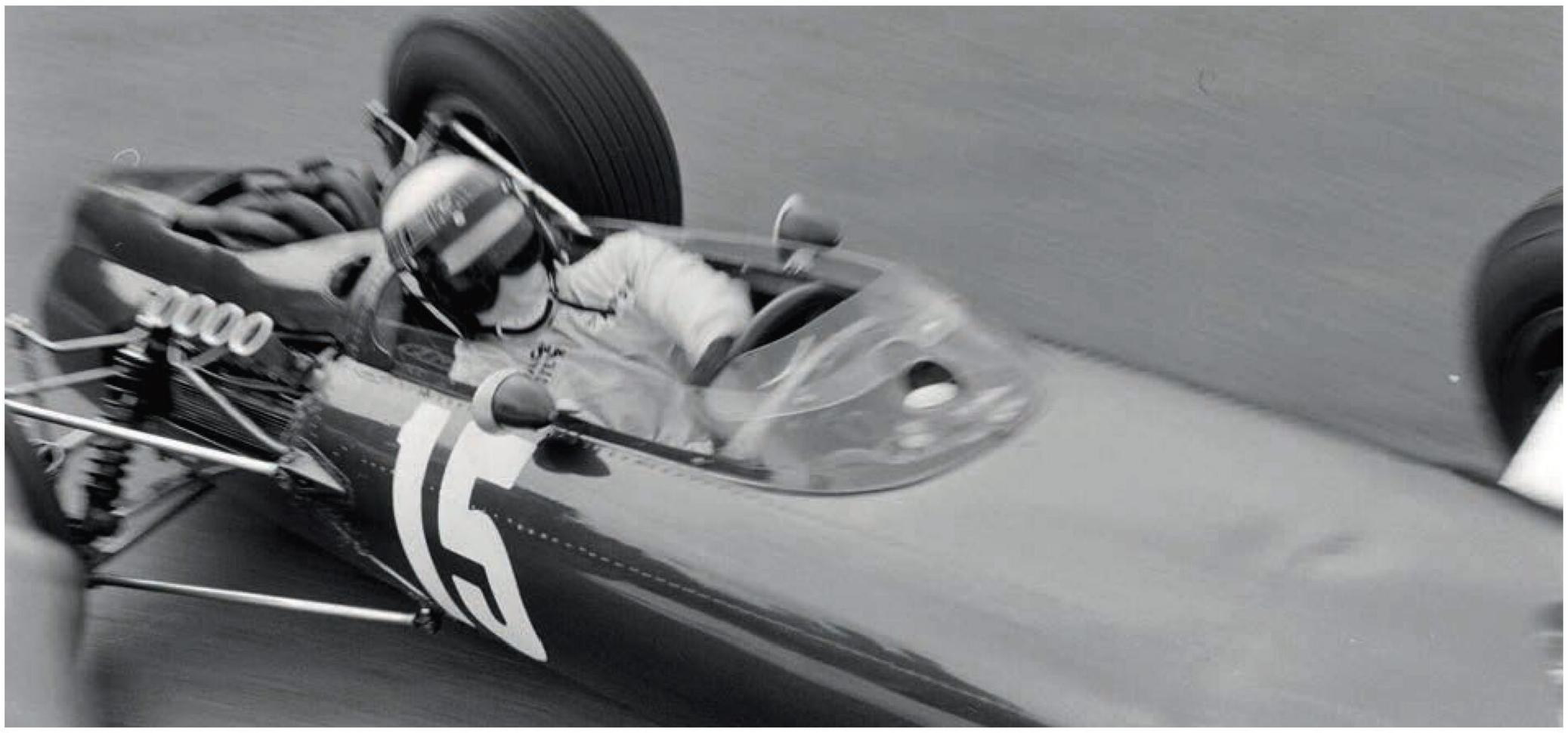
It was an accident at the daunting Belgian road circuit of Spa in 1966 that prompted Stewart to question how safety could be improved. The mentality of the time was that motor racing was dangerous, so get on with it. Stewart had other ideas. After his BRM P261 crashed out on the opening lap of the race, Stewart found trapped in his car, soaked in petrol. He was scared.

"First I hit a telegraph pole and then a woodcutter's cottage and I finished up in the outside basement of a farm building. The car ended up shaped like a banana and I was still trapped inside it. The fuel tank had totally ruptured inwardly and the monocoque literally filled up with fuel. It was sloshing around in the cockpit. The instrument panel was smashed, ripped off and found 200 metres from the car but the electric fuel pump was still working away. The steering wheel wouldn't come off and I couldn't get out."

His team-mate Graham Hill crashed nearby and went to help Stewart. Hill had to borrow a toolkit from a spectator to unscrew the BRM's steering wheel and release Stewart. In those 25 minutes that Stewart was trapped, not one marshal appeared. The story, mercifully comical now but one that could have been tragic,

Pedro Rodriguez was a charismatic racer

The International Grand Prix Medical Centre was vital and the idea of Louis Stanley



It was an accident at Spa-Francorchamps in 1966 that triggered Jackie Stewart's safety crusade. The sport owes him a debt

wasn't over. He was loaded into an elderly ambulance, which took him to a rudimentary medical centre and left him there on a canvas stretcher. "There were no doctors," Stewart recalled. "I was left on a stretcher, on the floor, surrounded by cigarette ends. It was filthy."

A broken shoulder and ribs were the extent of his injuries. He was eventually loaded into another ambulance, which set off for the hospital in Liege with a police escort. However, the driver then got lost as he did not know the way. Jackie was incensed and vowed to improve safety.

To many, he was a moaner. He would question safety, complain about the lack or barriers and make life awkward for the uninterested organisers. But he kept on pushing. He fought to make full-face helmets obligatory and was a prime mover behind fireproof racing overalls, things we take for granted nowadays. In 1969, as a leading light of the Grand Prix Drivers' Association, he led a boycott of the Spa circuit as safety measures weren't acceptable. If you want to see how dangerous a circuit was in those days, watch the movie *Grand Prix* which graphically shows how lethal Spa in the rain could be. Against the procedures of today, it is almost unimaginable that races took place at all with so little in the way of safety.

The other man who should take credit was Louis Stanley. Often seen as a pompous and bombastic individual, Stanley married into the Owen family which owned the struggling BRM team. He turned it around into a race-winning force but when Stewart had his accident for Stanley in '66, he backed Jackie's safety campaign to the hilt. As Stewart concentrated his efforts on circuit safety, Stanley focused his efforts on improving the medical side of the sport by establishing the International Grand Prix Medical Service in 1967, a mobile medical centre that attended each and every grand prix and was properly stocked with medical supplies as well as having qualified staff on hand. He funded it himself.

The travelling hospital wanted for little. It had an X-ray machine that could produce results in 20 seconds, hydraulic lifts eliminated dangerous titling of patients, special trolleys had lucent tops that saved the patient being moved. There were respirators,

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heart machines, a blood bank, the list went on. Oddly, he found resistance from all quarters, as circuits didn't like their existing medical cover being criticised and circuit medical staff didn't like their efforts being questioned. Eventually, things changed in favour of acceptance of Stanley and his medical service but it took time, effort and money.

In his book *Behind the Scenes*, published in 1985, Stanley wrote that, "The project cost [his wife] Jean and me thousands of pounds. It was money well spent because we wanted nothing in return. If it had saved just one life that would have been ample reward, but with the assistance of magnificent teams of doctors, nurses and assistants, we were able to do better." Stanley's endeavours were outstanding.

One of the biggest ironies was that Siffert was killed in one of Stanley's BRMs and couldn't be saved. Stewart was once asked why, as the cars stopped near the accident zone, not one driver climbed from their machines to help. Jackie Stewart said: "I knew it was too late. It was a blazing inferno."

This was an era when fireproof overalls were a novelty. Stanley elected to sample the differing options, walking through blazing wreckage in order to test the efficacy of the fireproofing. Brave indeed. His wife, Jean, was also an instrumental part in that safety crusade, perhaps in a more challenging way. In an era when wives could become widows in a twinkling, Jean Stanley was a source of support and comfort to those left behind. Jo Schlesser was killed in a fiery accident at Rouen in 1968 and Jean stayed with his widow, Annie, to, as French journalist Jabby Crombac recalled, "Stop her from throwing herself out of a window. Jean stayed up with her all night when her friends from Paris had left her."

Cars were becoming safer as well. In 1971, for example, the CSI, the sport's governing body, stipulated that a grand prix car's cockpit be designed in such a way that a driver could be rescued within five seconds and pleasingly this was the start of a series of measures aimed at improving the safety of Formula 1 racing in particular. In 1972, head rests (to counter neck injuries) and red rear lights were introduced, the lights to act as a beacon in the rain or spray and give drivers a chance to see something ahead of them. By 1973, medical tests were introduced for drivers and the fuel tank was integrated into crash and fire-resistant structures and a year later circuit safety walls became mandatory and in 1975, the standard for fireproof clothing was defined by the sport's authorities. Finally, motorsport was catching up with the efforts of Stewart and Stanley.

Ignazio Giunti was killed a sportscar race in Argentina, hitting a car being pushed to the pits

Ronnie Peterson picks his way past the aftermath of Jo Siffert's fatal accident at Brands

There were other fatal accidents that hit the sport in 1971, such as Ignazio Giunti, who perished in a sportscar accident in Argentina at the start of the season. Jean-Pierre Beltoise had run out of fuel in his Matra MS660-Simca and was pushing it to the pitlane, when, unsighted, Giunti ploughed into the stationary car, his Ferrari somersaulting and the catching fire. On the street circuit of Macau at the end of the season, David Ma died when his Lotus 47 crashed into a street lamp by the side of the road. Some circuits were always going to be inherently dangerous, some situations couldn't be avoided, but, bit by bit, constructors and circuits were doing their bit to improve the situation.

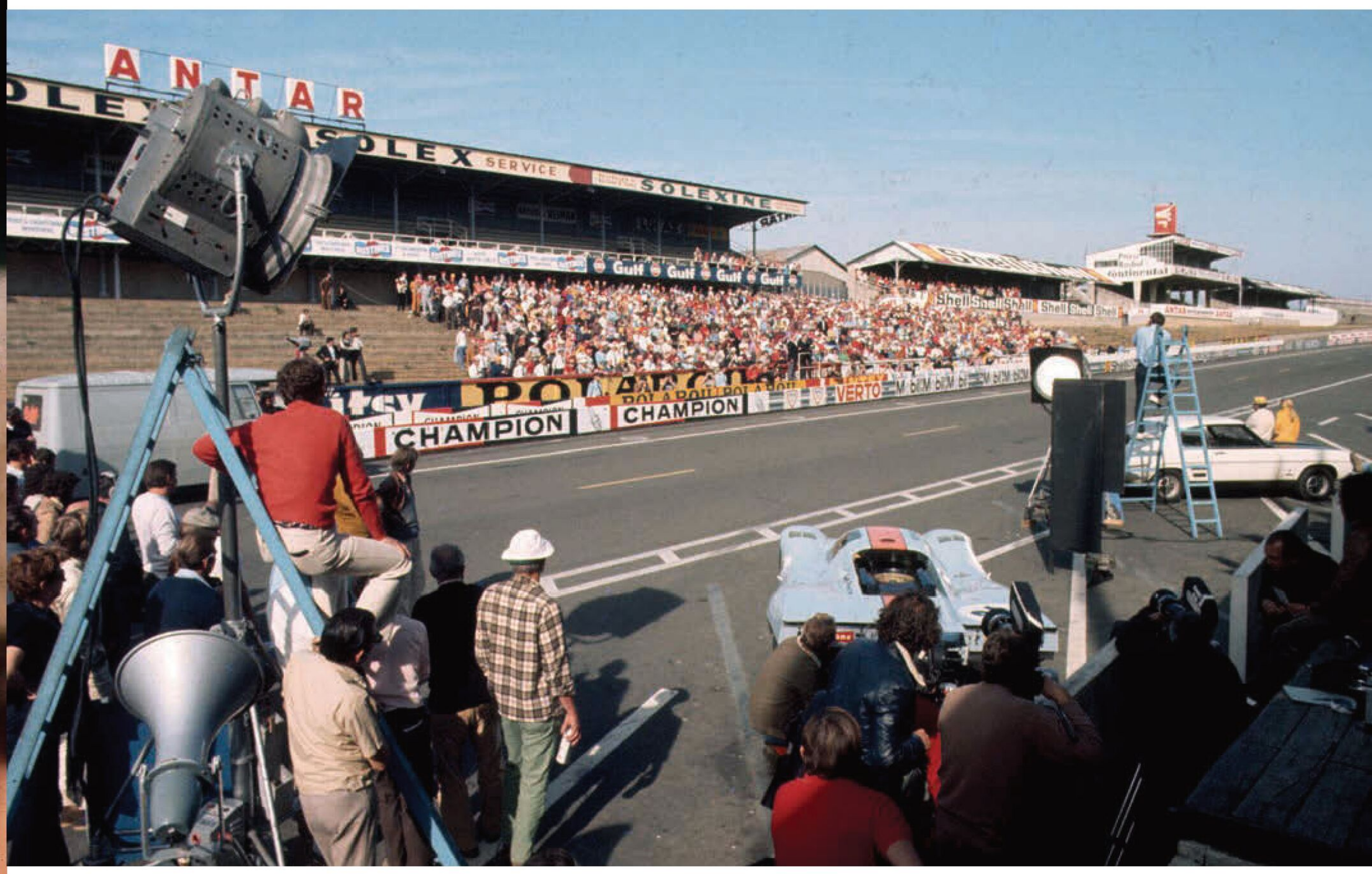
Rallying wasn't immune, but fewer fatalities blighted that branch of the sport. Prior to the East African Safari Rally of 1971, Nairobi University lecturer Cyrus Kamundia was killed on the recce for the event, while on the Coupe des Alpes Rally that year, brothers Christian and Yves Serradori were killed when their Lancia Fulvia went off the Col de l'Iseran mountain pass road and fell 200 metres down a ravine. Despite the nature of rallying, its difficult roads and the scale of the events, it seemed to be avoiding the fatality rate that circuit racing was enduring.

Even today, motorsport cannot claim to be totally safe. On the back of every ticket is the reminder "Motorsport is Dangerous". For many, it is that brush with danger that is part of the appeal, but the sport has proved that, where possible, it can address those dangerous situations and, where possible, work to reduce them. Thankfully, the sport has come a long way since 1971...

WHEN A HOLLYW LE MANS TO

OOD STAR TOOK THE MOVIES

Steve McQueen's *Le Mans* movie had its troubles but became a cult hit. **David Addison** explains



Steve McQueen (left) brought Le Mans to Hollywood. Hundreds of extras prepare for the mock start of the race

Le Mans had 'hit' written all over it. Instead, it destroyed careers and relationships.

Steve McQueen was the darling of Hollywood and could do no wrong, riding high on the back of *Bullit*, which McQueen's company, Solar Productions, made in association with Warner Brothers. It is famous for its car chase, although McQueen's insistence that it was shot on location in San Francisco, rather than on a set in Los Angeles as Warner boss Ken Hyman had wanted, not only triggered the divorce between Warner and Solar but also gave a hint of what was in store over the making of *Le Mans*.

Born in 1930, Terence Steven McQueen fell in love with cars and racing at an early age. From a difficult upbringing with a father who was a stunt pilot in a flying circus and a mother whom he described as an, "alcoholic runaway", McQueen's father disappeared from his life when Steve was six months old. His mother dumped Steve with her parents three years into his life. After spells in a circus and the Merchant Marine, he took to acting in 1951 as a way to meet girls. Work on stage quickly followed, as did new-found wealth and by 1959, he was racing his Porsche Speedster in local races at the Santa Barbara circuit in

American Michael Delaney, McQueen's character, drove Gulf Porsche number 20 in the film. Behind the wheel in the race is Brian Redman

California. He won first time out.

In 1961, McQueen came to the UK to film *The War Lover* and tackled a saloon car race at Oulton Park in an Austin A40 and Brands Hatch in a Mini Cooper, but in 1966 he had a setback. Film director John Frankenheimer released *Grand Prix*, James Garner taking the leading role, and McQueen's dream of being the one to release the definitive motor racing movie was dashed. McQueen had been involved in *Day of the Champion*, but filming couldn't start until he was free of other commitments and when Jack Warner of Warner Brothers heard about *Grand Prix*, he pulled the plug even after a $4million spend. "I'm not going to be the one who produces the second picture about racing," he said.

McQueen was determined to go ahead. With his production company, Solar Productions, and a team of people around him including producer Bob Relyea, McQueen pressed on with plans for the ultimate motor racing movie. Eventually, Le Mans was decided upon as a perfect tapestry on which to base a movie, and McQueen's own racing career was moving on a pace, too. In 1970, just months before Solar would head to France to film *Le Mans*, Steve finished second in America's fabled sportscar race, the Sebring 12 Hours. Sharing a Porsche 908 with Peter Revson, McQueen's result was made the more remarkable by him having to race with his left foot in plaster after a motorcycle accident two weeks before the race. At this stage McQueen was planning on racing a Porsche 917 in the Le Mans 24 Hour race, but Cinema Center, the distribution company with millions of dollars invested in the project, announced it would pull out if McQueen raced: he was too valuable to lose in an accident. As a compromise, McQueen persuaded the organisation to let him do his own stunts.

In June 1970, Solar arrived at Le Mans to start filming. Footage of the 1970 race would be recorded and form the basis of the movie, set for release in 1971. There would be trackside cameras and early onboard footage, with cameras mounted on a Porsche 908 entered for the race to be driven by Jonathan Williams and Herbert Linge. The car would regularly have to pit to have a reel of film changed and never stood a chance of a good result, but the footage was vital. Sadly for the producers, the event suffered some of the worst weather for a Le Mans race and meant that cutting the footage into a movie would take some creativity.

With its footage recorded, Solar Productions stayed at Le Mans and work began on the movie. There was one problem though: there was no script. McQueen wanted the other drivers to take him seriously and, denied a chance to be on the grid with them, he wanted this film to pay homage to them. Hollywood wanted a plot and one of the cracks appeared when McQueen insisted that his character, Michael Delaney, wouldn't win the race. McQueen wanted

"Je suis un movie star". McQueen mingles with the gendarmerie during the filming sessions for the iconic movie

Delaney to be a loser, and his trusted screenwriter, Alan Trustman, who had been written most of McQueen's hits, disagreed. At a meeting in 1969, Trustman showed McQueen his first treatment but they argued over Delaney the character. As Trustman recalled many years later: "I was the highest paid screenwriter in town when I went to that meeting, and after that meeting the phone never rang again."

Without a script, the cameras rolled. A cast was assembled, which included British actor Ronald Leigh-Hunt who played Delaney's Gulf-Porsche team manager David Townsend, Swedish soap star Louise Edlind and German actor Siegfried Rauch who appeared, before and after *Le Mans*, in many Hollywood war movies. He would play Delaney's nemesis, Ferrari driver Erich Stahler, but in real life, Steve and Rauch hit it off: in 1970, McQueen became Godfather to Rauch's son, Benedikt.

At Le Mans, Solar Productions had created its nerve-centre, the Solar

Derek Bell (left) and Brian Redman (c) were among the drivers who worked on the movie

"Filming began without a script"

Porsche 908 camera car from 1970's race

Village, which housed cars, production offices and equipment with a huge number of vehicles needed for the many action sequences. There was something else that had to be factored in: the movie was being shot during the racing season, meaning that drivers needed to come and go, their real-world racing commitments needing to be fitted in around shooting. And, according to many, although the pay was good on-set, it could be a long, slow and dull process as scenes were created, filmed, reset, filmed again….

Drivers and cars were on site, action sequences were being filmed, but still the movie didn't have a script and this was becoming an increasingly pressing problem. Different scripts, by different writers, had been produced but there was still no definitive plot and to make matters worse, whatever was proposed had to be acceptable to McQueen. He was The Star and determined to do his racing driver friends, perhaps idols, proud. He was so paranoid that if he saw anyone carrying a blue helmet, the same colour as his character Delaney's, he would accuse producer Bob Relyea of trying to use a double for his part. He was determined that he should be taken seriously by the drivers, and that seemed to be as important to him as the film itself.

Director John Sturgess was growing restless. He had worked with McQueen on other projects and understood him, but couldn't direct a film that didn't have a plot. Tensions were becoming strained, but ultimately because this was McQueen's project, he was in charge. Sturgess had told Steve what to do when they made *The Magnificent Seven* and *The Great Escape*, but didn't have that luxury now. Every version of the script passed through McQueen's hands and was dismissed as being too inauthentic, or he would cross out the lines that had been written for him. As tensions grew, so the costs of the production rose. If people were concerned in Solar Village, so they were back in America. This sure-fire winner was starting to look as though it might not even get to the grid…

Mario Iscovich was McQueen's personal assistant. On his first night in France, McQueen told him they were going for a drive. It was 0100hrs. In the car was Louise Edlind, the Swedish

No words needed. Marketing man's dream!

actress who would play Anna Ritter, wife of Porsche racer Johann. McQueen liked her and she wanted to get to know him and Steve offered to drive her home from the chateaux in which he was staying. In Steve's rental Peugeot they set off at breakneck speed in the rain, Iscovich imploring him to slow down. At a bend, the car went off the road and rolled. Iscovich had a broken arm, Edlind was unconscious. McQueen panicked, thinking she was dead. McQueen didn't have a scratch on him, but they didn't dare call for an ambulance, which would have risked making the situation official. Bruised, Edlind carried on, Iscovich took the rap for it, all in the name of protecting The Star.

With McQueen's marriage crumbling as well as the movie, things were looking bleak. A deputation of executives flew over from America to try to resolve things, but McQueen told Cinema Center executives that a script wasn't needed. "It's in my head," he explained.

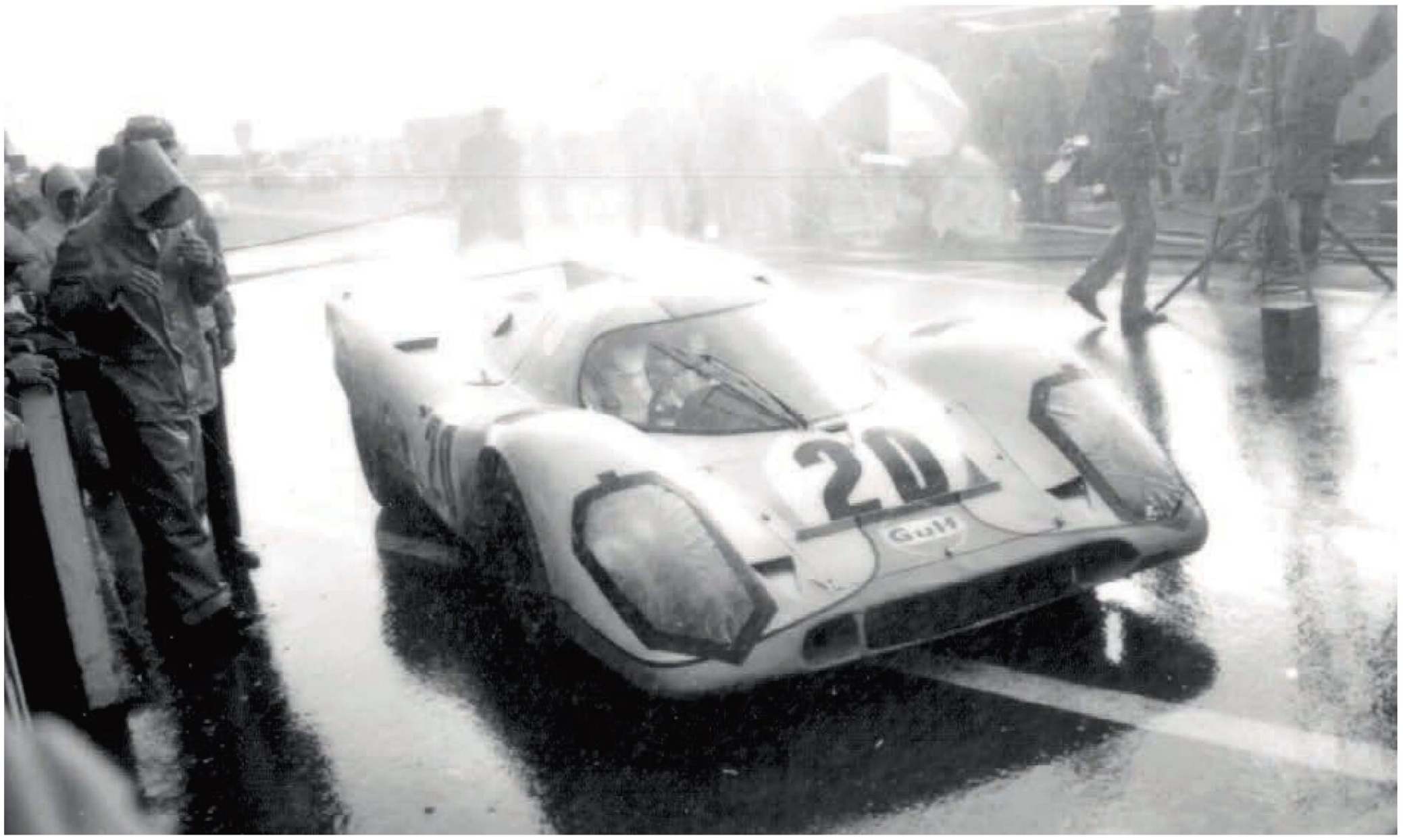
Eventually, Cinema Center agreed to carry on as long as McQueen relinquished his $750,000 fee and complete control of the creative process. At least the picture would be made and the American movie execs boarded their plane happy. Steve was less so. He felt that his baby, his dream, had been wrestled away from him, losing control and being given a script he didn't want. He fired his agent, Stan Kamen and turned his wrath on Relyea. As Cinema Center elected to shut down production for two weeks to gain control of the chaos, McQueen decided to go to Morocco for a break with is family. "I'll be back when you resume shooting," he told director Sturgess.

Sturgess was amazed and furious in equal measure. Furious that McQueen had created most of the problems and was now walking away, amazed that he wasn't prepared to work on the script for a movie that meant so much to him. Sturgess made a decision and the following day flew home to Los Angeles. He'd had enough.

So, with no script, no director and the lead actor on holiday, things were looking bleak for *Le Mans*. Rapidly, a new director was found, Lee Katzin who has experience back home but not of a movie, or a star, on this scale. Nor did he deserve the sharks' pool he was thrown into. McQueen found a reason to argue with Katzin over anything and everything, ignoring the fact that the picture was close to being pulled if he didn't co-operate. Then, surprisingly, one morning McQueen ventured over to Katzin and called a truce, pledging to do whatever it too to get the movie finished. Katzin was shocked by McQueen's change of attitude, but from then on the two hit it off fine.

While the action sequences were shot, largely based on a best-guess from director Sturgess with no script or plot in place, the movie suffered another setback. Experienced racer David Piper crashed his Porsche 917, inexplicably, during one of the action sequences. Piper felt that it may have been caused by a slow puncture and when the tyre finally went down, the car was pitched off the road. It took a long time to get poor David out of the wreckage and such was the extent of his injuries that he lost his right leg below the knee. That Piper continued to race for decades afterwards is remarkable. Le Mans winner Derek Bell fared a little better, despite being involved in a fiery moment when the engine in his Ferrari 512M let go. Bell, who doubled as Erich Stahler, leapt out with burns to his face.

On positive note, German-born actress Elga Andersen was chosen to play Steve's love interest, such as it was,



It rained in the 1970 race. A lot. That meant that recreating the race for the big screen took some ingenuity with hosepipes aplenty

in the film, and hence a plot was gradually taking shape. In short, it centred around an accident involving Delaney and Piero Belgetti in the previous year's race. Belgetti is killed, Delaney survives. A year later, he returns to Le Mans and visits the accident zone, while Signora Belgetti returns to the circuit as well. Befriended by Claude Aurac who himself is injured, she starts to show feelings towards Delaney. When Delaney crashes out of the race, distracted by an explosion from Aurac's car, he is set to pack up and go home, but Porsche boss David Townsend parachutes him into an alternative car for the last stint replacing Johann Ritter. True to McQueen's ideal, Delaney doesn't win but plays a part in the Gulf-Porsche victory.

Gradually, the shambles started to evolve into a movie. That said, more problems were to come, such as Porsche sending transporters to retrieve its cars in September as they had long since exhausted their three-month loan period. As production stumbled into November, leaves had to be sprayed green to resemble foliage from a summer June. Finally, with a

McQueen talks to director Lee Katzin who was brought in to help to salvage the project

McQueen wanted the film to be as realistic as possible and he took a keen interest

start to the movie, an end was needed but again the team ran into problems. They had exhausted their race footage and many of the cars had been returned, so they had to piece together a sequence with lots of onboard footage, and watch carefully and you will see certain sections of track covered more than once and the whole thing takes longer than in real time. At least the film finished…

Cinema Center cut out McQueen from the final post-production process as editors tried to piece together all of this race footage with a limited plot and hardly any dialogue. For example, it is 36 minutes in before any dialogue is heard, an awkward conversation between Signora Belgetti and Delaney. With a movie ready to be distributed, Hollywood's PR machine went into overdrive while Gulf Oil did the same. With McQueen's character driving a Gulf-backed Porsche, there was much to promote and indeed with the money and time spent on the film, it needed promotion to recoup that financial outlay. McQueen was invited to attend the premiere of the film but declined, effectively turning his back on a film that was once his main focus.

The critics weren't kind to the film. *Time Magazine* compared the movie to *Grand Prix* and dubbed McQueen's effort 'Petit Prix'. The *New York Daily News* accused McQueen of being allowed to: "Indulge his passion for auto racing. Even a 24-hour test like Le Mans does not make a movie in itself… A script is needed." The newspaper called it: "Mostly a bore."

Perhaps the most damning criticism for McQueen came from the drivers, the people he was so determined to impress in the first place. The late Stirling Moss called it a, "Ghastly film. To me it was a great let down."

One of the drivers involved in making the movie was Derek Bell. Speaking in 2016, he said: "I couldn't see how it was going to be a roaring success because there was no script. But then I (finally) saw the film two years ago and went 'That's brilliant'! It's a wonderful documentary of one of the most glorious times in motor racing on the greatest track in the world."

The film took around $22million at the box office, McQueen not seeing a dime of that having agreed to forfeit a fee and a profits in order to get the film finished, and Solar Productions was wound up as well with staff being released and any profits being used to pay a tax bill.

Undoubtedly, the production and the reviews hurt McQueen but his career wasn't over. Seven more films were made, including *Papillon* and *The Towering Inferno*, but in 1979 McQueen was diagnosed with mesothelioma, a rare but deadly form of cancer. He died in 1980.

Has time helped the movie? Perhaps, yes. Watch it now and the problem of a limited plot and a poor script prevails, as does certain cliched characters such as the pushy journalist, but what makes the film is the action itself. With a surge in nostalgia, this is a fantastic way of looking at sportscar racing and Le Mans in particular of that era. Remember that in 1970 when the film was being made, there were no clever CGI tricks or models that could be made to fudge a sequence, this all had to be done for real. The two massive accidents in the film were done for real, dressing a Lola T70 as a Ferrari 512 for one scene and a Porsche 917 for another and then by radio control, smashed into a barrier. The racing sequences were real, the post-production sequences may have been choreographed but involved real drivers in real cars and McQueen's determination to do it properly, realistically, shines through.

That first half an hour or so without dialogue takes the cars from the start of the race to the first round of pitstops, the noise of the engines firing and the howl of the Ferraris and Porsches on the opening lap being truly amazing. Watch it now on your huge television but imagine what it must have been like in a cinema theatre…

Le Mans came back to the movies in 2019 when the 1966 race was the main topic and the rivalry between Ford and Ferrari. It's a bit too long, liberties are taken with history, but it has a proper story and proper characters, although all the footage had to be made for the movie. Sets and cars are all new and so it lacks the authenticity of McQueen's film. That said, it is well worth watching and interestingly, the 1966 race was offered to McQueen as a possible storyline by the late Sir John Whitmore, the British Saloon Car champion who McQueen had befriended when he had those couple of club races in the UK in 1961.

Ultimately, *Le Mans* missed its target as a great movie, and wasn't a documentary either.

It was something in the middle, a huge amount of fantastic, evocative race footage loosely hung around a very average plot.

Le Mans as a race is many things. It evolves over time, over those 24 hours. Time, too, has changed how we view the movie, the dream and lasting legacy of one man.

Delaney returned after accident in 1970

Star McQueen relaxes between takes

Delaney prepares for another stint

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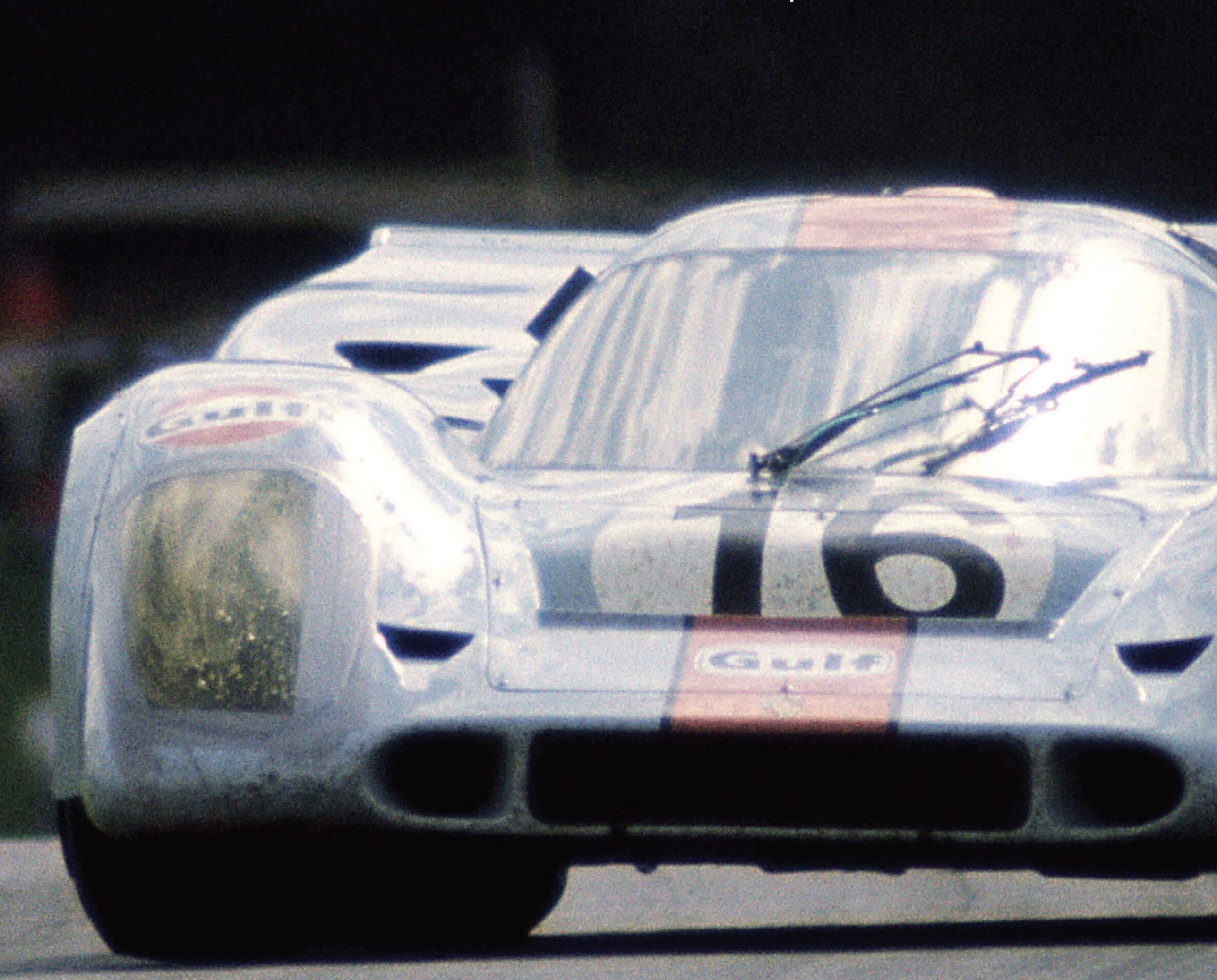
BIG PICTURE

Shaken not stirred to claim the Sebring spoils

Team boss Hans-Dieter Dechent's friendship with Paul Goppert – the head of marketing and PR for the German subsidiary of Martini – would bring the famous colours to sportscar racing in 1970. As an official Porsche entry, the 1971 strength of the 917 would lead to some glory days. Pitched against the Gulf-backed John Wyer-run siblings, the Martini team was successful in only the third round of the year in the Sebring 12 hours when Vic Elford and Gerard Larrousse prevailed. They'd seen off the sister cars, and also the fast-but-fragile Ferrari 312P of Mario Andretti and Jacky Ickx, which broke a gearbox.

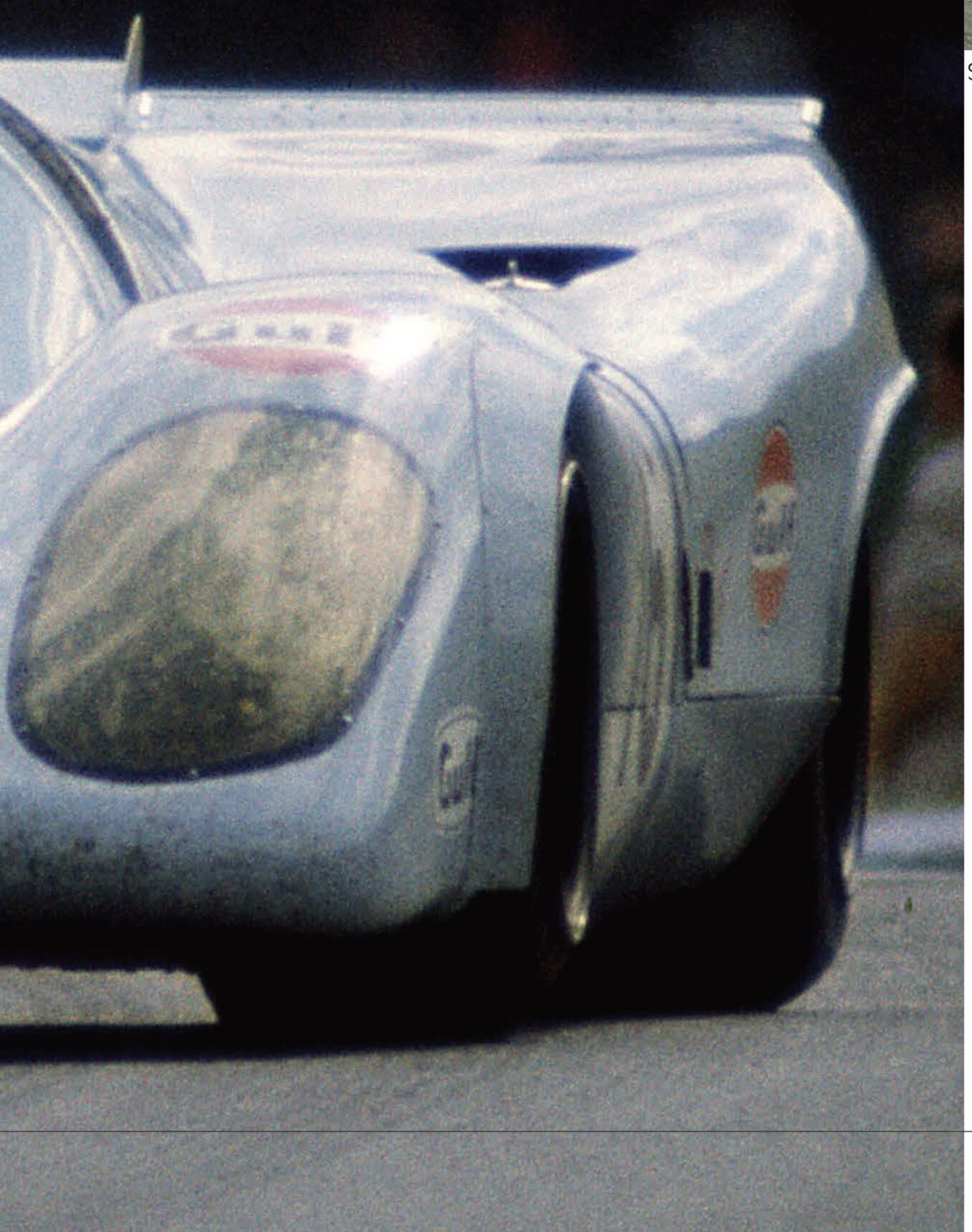
SIGNING OFF IN STYLE AS ENDU ENDS A FAB

Matt James looks at the iconic Porsche 917's domination of the international sportscar scene



TITLE-WINNING RANCE RACING ULOUS ERA

Seconds out! Monza was a walk in the park for the JWA combination



In its glory days of Ford versus Ferrari, sportscar racing was riding the crest of a wave in a period that remains firmly cemented in the heart of fans as a golden period.

But the roller coaster was very much on a downward slope in 1971. The prevailing Group 5 regulations of the time were for cars of limited production and up to five litres in capacity, and they would run together with three-litre Group 6 prototypes. But even these rules, which had been in place (although tweaked to limit the big banger seven-litre monsters such as the Ford GT40) since 1968 were on their last legs.

Reform was coming for 1972, which meant only three-litre machines would be permitted. The impetus for the bigger factory squads to develop and push new initiatives in top-flight sportscar racing was gone, and that was reflected in a poorly supported 1971 season. Indeed, the unthinkable happened and Ferrari even (officially) turned its back on Le Mans, preferring to concentrate on developments for 1972 rather than tackle the French classic.

The Maranello team would run its new three-litre 312P throughout the year, but it was barely more than a

Rolling back the years: Alfa Romeo pulled off an unlikely victory at Brands Hatch in the outdated 33-3 as the rivals fell by the wayside

development exercise. Although the red car proved fast it was also, in typical Scuderia style, more than a bit fragile.

The Porsche 917 might well have entered motor racing folklore – thanks in no small part to Steve McQueen and his efforts on the big screen – but the birth of the Weissach firm's ultimate sportscar was far from easy.

From its introduction in 1969, the wayward handling of the chassis had drivers and engineers alarmed. The focus had been on making the car super slippery to tackle the long straights of tracks like Le Mans, Spa and Monza. That desire led to a very quick car, but one that wasn't perfected for the demands of the rest of the circuits.

The downward-swept tail which was a feature on the initial cars was the problem, but it wasn't until Porsche employed British team JWA, headed by John Wyer, that the solution was found. A short-tail version with an upswept rear section was the answer and it had cleaned up in 1970: Porsche won all of the championship races apart from a defeat by Mario Andretti, Ignazio Giunti and Nino Vaccarella at Sebring.

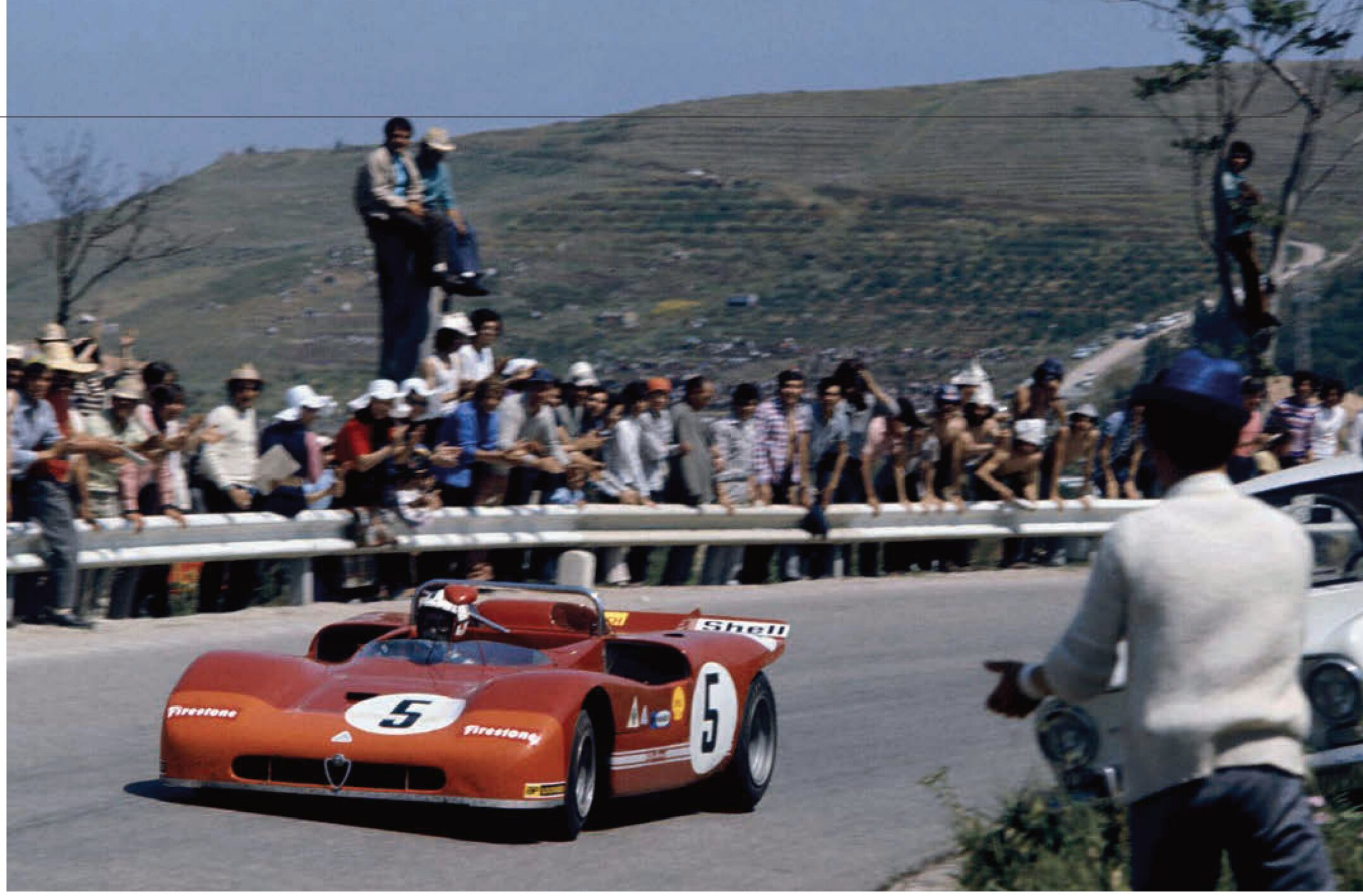
So, heading into 1971, the two works teams – JW Automotive and the Martini International operation – only really had themselves to beat. There were still tweaks to the rear bodywork of the 917 as the crews sought the optimum dress for the meaty sportscar, but the lack of serious competition meant the urgency wasn't too strong, leaving the drivers with a task on their hands. The 917K featured a shortened tail and upright strakes on the rear of the deck to help stabilise the machine, and it worked well – although it wasn't the solution at every venue, with tests like the Nordschleife and the demanding Targo Florio on the 1971 11-round schedule

Alfa Romeo plugged on with the 33-3, a three-litre car which was always going to be breathless against the big bangers from Porsche and the occasional Ferrari 512, into the 1971 season. The most notable of the occasional monster Ferraris was the Roger Penske-entered, Sunoco-branded 512M, a car which *Motoring News* boldly described as "probably the most thoroughly prepared Ferrari ever to appear on racetracks".

The machine had begun its life as an open-topped 512S and tackled three Can-Am races in 1970 before it was bought by a Ferrari dealer in the USA. Driver and ace engineer Mark Donohue then took the car to Penske. It was completely rebuilt and fitted with the very latest M-style bodywork, but the tweaks didn't stop there. Further aero work was undertaken and special quick-disconnect couplings were fitted – which throws forward to the Audi R8s of the future. Engines tuned by American experts Traco just added to the potent mix.

The car would enter the selection of rounds of the competition, while Donohue also focused on developing an attack in Can-Am for Penske.

After the JWA Porsche of Derek Bell and Jo Siffert had claimed the opening race of the season in Argentina, the Sunoco machine proved to be a real thorn in the German firm's side at Daytona. Had it not been for a minor accident and a litany of small problems, the American-operated Italian machine might well have claimed the spoils in Florida. It would certainly have been in a strong position to challenge JWA winners Pedro Rodriguez and Jackie Oliver, which had itself been forced into a 92-minute pitstop as the gearbox – which was the crew's older-



The Alfa Romeo crew of Toine Hezemans and Nino Vacarella delighted the home fans on the Targa Florio with an memorable triumph

specification four-speed unit – had to be repaired. The Mexican and the Briton prevailed after the Bell/Siffert Porsche blew a motor.

Vic Elford and Gerard Larrousse hit back for the Martini International-supported arm of the factory Porsche operation at the Sebring 12 hours. They had trailed the new 312'BP' ('Boxer Prototype') Ferrari at the start in the hands of Andretti and Jacky Ickx before it stuck transmission trouble, and they benefited when Siffert was penalised by four laps for running out of fuel on the far side of the track and hitching a lift back to the pits on a motorbike…rules stated a driver must return to the pits on foot in such a situation.

The other JWA Porsche had been hampered by a controversial collision between Rodriguez and Donohue's Penske Ferrari. Each, predictably, blamed the other.

While the Porsche steamroller seemed to be unstoppable, it wasn't. Brands Hatch would provide the backdrop for a piece of history: Alfa Romeo's first international motorsport victory in 20 years. The JWA charge fell apart with blocked fuel system for Rodriguez and a

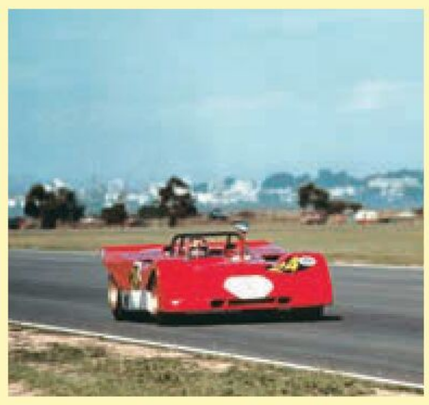
The deadly controversy that kicked off the season

The 1971 sportscar year started out in South America in early January. But rather than being the glittering curtain-raiser that the competitors and entrants wanted, it was an event shrouded in tragedy and it caused alarm bells to be rung throughout the world of motorsport – and even beyond.

The World Championship for Makes race at Buenos Aires was the first international motorsport event in Argentina since 1960, and all eyes were on the reworked Autodromo Oscar Alfredo Galvez. Three weeks after the sportscar event, the venue was to host a non-championship Formula 1 race as a precursor to a fully fledged grand prix in 1972.

It didn't start well with scraps of metal and nails on the circuit causing numerous punctures during practice, and one of those caught out Emerson Fittipaldi, who wrecked his works Autodelta Alfa Romeo 33-3 and was forced to switch to sharing a Porsche with Carlos Reutemann.

The tragic events of the



Giunti was rising Ferrari ace

Beltoise got a 12-week ban

race led to French star and future Monaco Grand Prix winner Jean-Pierre Beltoise losing his race licence for three months. The Matra driver ran out of fuel after 36 laps and vacated the cockpit of his Matra MS660 in a vain attempt to push the machine back to the pits. As cars flew by at racing speed, Ferrari 312P works racer Ignazio Giunti struck the virtually stationary machine with fatal results for the Italian.

The repercussions from the incident were huge. The Italian governing body said that the accident appeared to have been caused by the "irregular and gravely impudent behaviour of another driver."

Beltoise was questioned by an investigating judge, which was standard procedure in the case of an accidental death in the country. The judge later called for an enquiry, alleging "homicide through imprudence." Even Vatican Radio got involved, saying that motorsport "ridiculed the dignity and respect of the human person" and it was "an invitation to suicide"

Ferrari withdrew three entries from the non-championship Formula 1 race while Beltoise, who was due to contest the entire grand prix season with Matra, had his licence suspended for 12 weeks.

jammed hub in a pitstop for Bell. Ickx had dinged his Ferrari avoiding a spinning backmarker early on. Alfa was headed for a 1-2 until the second machine of Rolf Stommelen and Toine Hezmans pulled off with a collapsed piston, but no such dramas afflicted Adam de Adamich and Henri Pescarolo.

Normal JWA service was resumed at Monza with a crushing display from the 917s. Siffert was delayed by an oily windscreen and a puncture which dropped it three laps behind the winning car of Rodriguez and Oliver. The winners completed the 174 laps at an eye-watering average speed of 146.5mph and Rodriguez's new lap record pushed the benchmark to a 153mph…

The Porsche winning crew repeated the trick at Spa, too. *Motoring News* printed that if it had been a boxing match, the referee "would have declared it a technical knock-out". The Gulf-backed 917s of Rodriguez/Oliver and Siffert/Bell were nose-to-tail for much of the event and left the others scrapping over the final place on the rostrum. That finally fell to de Adamich/Pescarolo's Alfa. However, the writing was on the wall for Group 5 as the governing body had to relax the 130% lap time rule to allow all of the meagre 14-car entry in the top-flight a chance to race.

The Targo Florio's time as a world championship-counting event was coming to an end, but the great Italian road race had an appeal all of its own and offered as many points as any other round.

Porsche prepared three 908s, which were far more suitable for the twisty undulating Italian roads and it went up against a trio of Alfa Romeos. Early crashes for the Porsches of Rodriguez and Brian Redman (which were, according to *MN*, greeted with "cheers from the crowd" when they were reported), plus an transmission failure for Stommelen's Alfa which led to a shunt, put the advantage into the hands of Vaccarella and Hezemans.

The official Porsche entries stuck with the 908 for he Nurburgring, and it proved a wise move. The Martini team was again to the fore with Elford and Larrousse, aided when Rodriquez couldn't get his Gulf version to handle properly and had to settle for second and Siffert was sidelined with a broken chassis. As if to signal what was ahead, the development Ferrari 312P had again turned heads with Ickx setting a new lap record in the car he shared with Clay Regazzoni before a water leak stopped them in their tracks. The victory in Germany more-or-less guaranteed the makes' title for Porsche.

A win at Le Mans in June cemented it, as Gijs van Lennep and now-Red Bull driver talent spotter Helmut Marko prevailed. They were one of the many Porsche crews seriously delayed by loose engine parts and overheating in the dusty and hot June weekend. The duo rebounded superbly though (see sidebar) and clinched the 917's second successive (and last) victory at La Sarthe.

Rodriguez put in one of those drives which made him famous at the penultimate round in Austria. He suffered a flat battery after 23 laps of domination. He returned to the action three laps down and put on a terrific charge. His co-driver for the event, Briton Richard Attwood, completed only 12 of the laps, meaning the Mexican had driven 930kms on his own and made up lost ground to claim a famous win. He'd chased down the leading Ferrari 312P of Regazzoni before the Swiss crashed, and that left the winning Porsche with a two-lap margin over the Alfa 33-3 of Hezemans and Vaccarella.

The campaign was rounded out by Watkins Glen and it was ironic that it would result in another defeat for Porsche in the final outing for the Group 6-Group 5 medley on the grid. Ferrari's interest perked up with a 712, the Penske 512M and the new 312P on the entry list but they all fell by the wayside despite Donohue's heroics in leading the early part of the encounter. Punctures thwarted Siffert and van Lennep in the leading JWA car, leaving Alfa recruit Ronnie Peterson to share the winning 33-3 with Adamich. Siffert and van Lennep claimed second.

At the end of the season the rules ran out. Porsche had been non-committal on its sportscar future, while Ferrari had spent a season doing its homework in the rapid three-litre car. Alfa and Matra were ready to encompass the new regulations, while *Motoring News* was tipping an entry from BRM too with its V12 Formula 1 motor.

"The grids will be well filled out with Lolas and Chevrons," reported Mike Cotton in *MN*. "That will make the races a whole lot more competitive than in recent seasons. While one must admire the sheer power and spectacle of the Porsche 917 and the Ferrari 512 teams [in 1971], there have rarely been more than six competitive cars in any race. Next year there should be a dozen or more cars capable of winning, and sportscar racing will be the better for it."

The power and spectacle had been put out to pasture, but the sights and sounds of the Porsche 917 were firmly entrenched in that riotous era.

Sunoco and Penske were contenders

"One must admire the spectacle of Group 5"

Motoring News

Siffert leans in and gives Bell some 917 tips

Ferrari's 312P, here in the hands of Jacky Ickx at the Nurburgring 1000kms, was quick enough everywhere, but it often hit reliability woe

Le Mans: Porsche wins the race nobody wanted to enter

With the fluidity in the rules and the domination of the Porsche 917, several factory entries were scared away from La Sarthe in 1971.

Ferrari was still on the development nursery slopes with the 312P with its eyes firmly set on 12 months ahead, while the long-in-the-tooth Alfa Romeo 33-3 was no match for the German might on the 8.5-mile track.

Matra would not miss out on its chance to steal some national pride and entered one works car for the first edition of the race to start behind a safety car, a practice that is commonplace today.

Porsche might not have been on the entry list as an official manufacturer, but the JW Automotive team and the Hans-Dieter Dechent's Martini International squad both had tacit help from the factory. Each squad's three entries was fitted with the 4907cc motors, rather than the 'sprint' five-litre powerplants.

Ferrari's main hopes rested with the North American Racing Team's entries, which included the Penske-prepped 512M for Mark Donohue and David Hobbs.

JWA's Pedro Rodriguez led comfortably from pole early on and six hours in, the Gulf cars were 1-2-3, with Rodriguez/Jackie Oliver leading Jo Siffert/Derek Bell and the older-spec car of Richard Attwood/Herbert Muller. The Penske challenge was already over by that stage, with the car parked as the motor was felt to be "tightening".

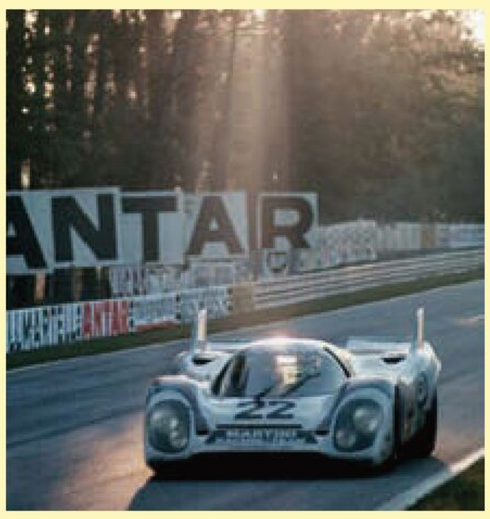
Siffert's race came apart shortly before midnight when he was black-flagged for faulty rear lights – and further investigations revealed a damaged rear upright. The trouble wasn't over for JWA.

As *MN* described, during the early hours of the morning: "A whole packet of trouble hit the Porsche teams almost simultaneously (in what might be termed an 11th hour disaster, in fact)."

A seized hub thwarted leader Rodriguez and as Attwood was due to take over the lead, a synchro ring on the gearbox broke and required a lengthy repair. That handed the lead to the privately-entered Escuderia Montjuich Ferrari 512 of Jose Juncadella and Targa Florio winner Nino Vaccarella. The advantage would last until dawn, when the transmission failed at Arnage.

The Martini car of Helmut Marko and Gijs van Lennep, which had earlier dropped to 10th when it required a new alternator belt, inherited the lead and the pressure was off when the Gulf car of Rodriguez pitted in an ominous cloud of oil smoke with a "virtually seized" engine. A major gearbox split put paid to the Siffert/Bell challenge shortly afterwards.

Marko/van Lennep's win would remain in the record books for 40 years. Their two-lap triumph over Attwood/Muller meant they broke the record for the distance covered in 24 hours at 3315 miles, a benchmark that would stand until 2010.



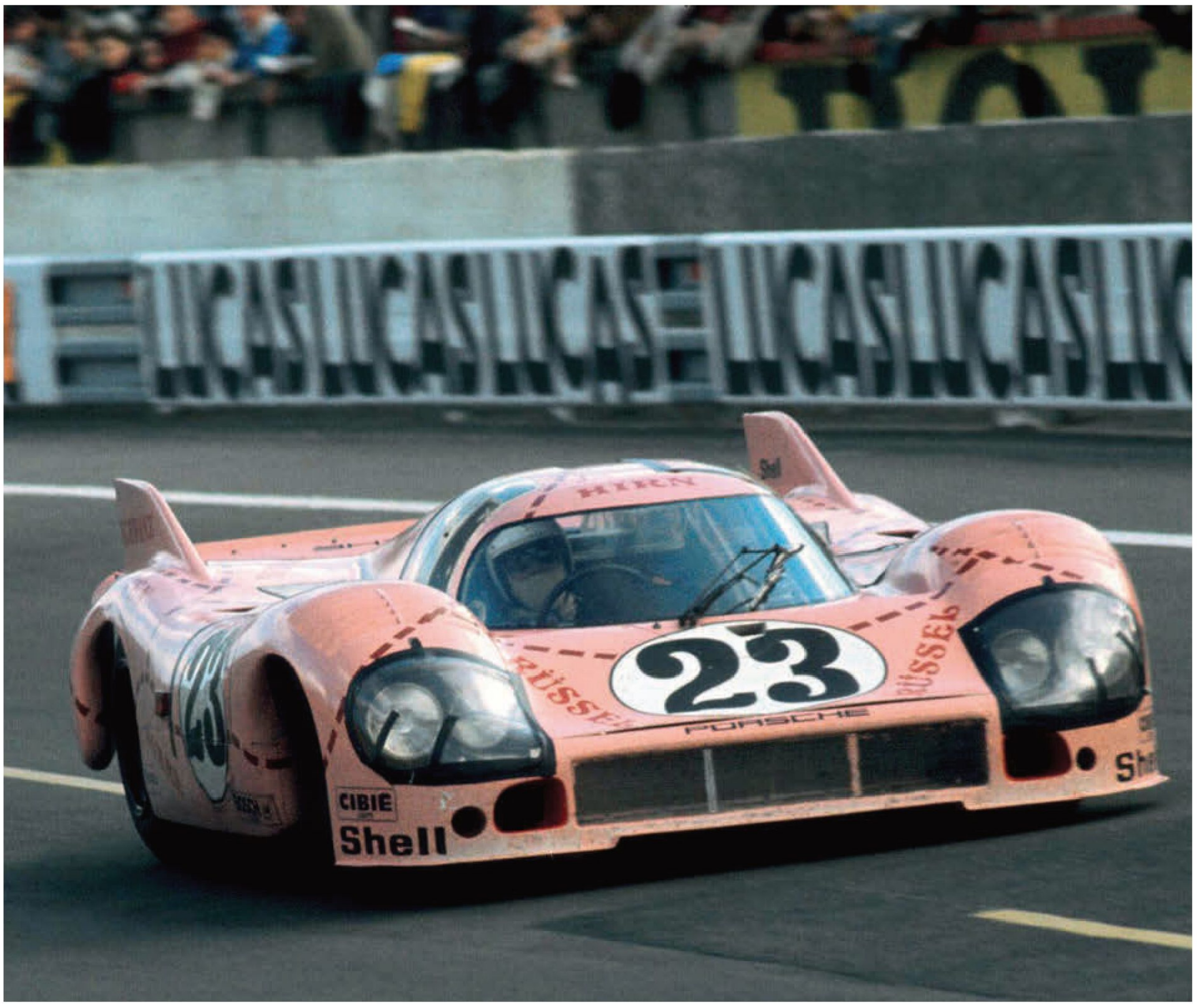
The survivor: winning 917

Trouble hit the JWA Gulf team

Spanish flair: the unlikely leader

PORSCHE 917/20 – THE PINK PIG

When the Germans tickled pink at Le Mans



The butcher will see you now: the Pink Pig was a curio at Le Mans in 1971 with specially-designed bodywork and a garish paint scheme

The Pink Pig (right) and the Martini cars undergo race prep for the most important race of the season at Le Mans

Porsche and the 917: it is a story well told, as is the fact that the aerodynamics of the sports racer were hard to perfect. There were long-tail versions and short-tail versions to cope with different venues, but there was never really a compromise that suited the drivers and tracks.

For Le Mans, which had demands all of its own with the three-mile Mulsanne Straight, a special project was undertaken: the 917/20. A hybrid of the more successful shorter 917K and the 917L, the long-tail version, was created and was to be run by the Martini International team alongside its two more standard machines.

But the wide-bodied design with flared wheel-arches, created by specialists Societe d'Etudes et de Realisations Automobiles in Paris, and a fatter stance than the normal 917s was not a pretty sight. So affronted was Martini, the backers of Hans-Dieter Dechent's team, that it refused to let the car run in its colours.

And so the German sense of humour came to the fore: it was christened the pig because it was bulbous and wide, and Porsche designer Anatole Lapine created the livery: pink with the names of various cuts of meat plastered on each section of the car.

Motoring News was not impressed – nor was Porsche when it realised the extra-wide car required a special truck to transport it. In his *MN* race report, Mike Cotton wrote: "The third car in the Martini team was an absolute joke. It was pink and, looking just like a fat pig, was painted with dotted lines showing a butcher where to cut. No, we haven't gone mad, check the photos. This was given all sorts of unkind names and was nicknames Bertha [and also the Pink Pig and the Truffle Hunter]."

The car was driven by Willi Kauhsen and Reinhold Joest. It was the fastest car during the pre-race qualification session, although it was totally untested.

But during the race, the 917/20 running in fifth position dropped out in the darkness hours due to an accident. There was controversy in the crash as Joest had claimed the car simply turned right on him under braking for Arnage in the early hours of the morning.

Joest said the car had unexpectedly swapped ends, but Porsche was adamant that there had been no failure on the machine.

However, when the car was sold on to America in the subsequent years and stripped, the brake pads were found to have worn down to the bare metal.

THE ROAD MOST TRAVELLED AT THE HEART OF THE BATTLE FOR INCREASED SAFETY

Matt James looks at the dwindling appetite for the classic road-racing venues in 1971

The sportscar racers were happy to tackle the perils of Spa while the Formula 1 drivers of the day eschewed the classic Belgian venue

Le Mans in 1971 would be the last one to race on the traditional layout before extensive works were undertaken ahead of 1972

Road races were the ultimate test of man and machine, but they didn't sit comfortably with the growing demands from safety that were prevalent in 1971.

The movement had gathered pace and Jackie Stewart's crash at Spa in 1966 – when he was trapped inside his BRM, leaking fuel, for 25 minutes before help arrived – meant he was at the forefront of the calls for a safer approach to motorsport. Spa was the big casualty, certainly in terms of grand prix racing. The high death rate the arduous Belgian track meant focus quickly turned on it and the 1971 event, which was on the original schedule, was axed.

Spa wasn't alone in being a road race on the Formula 1 calendar. Aside from Monaco, which survived because of its low average speeds and the ease of putting in safety features, there was Montjuic Park on the schedule. The Spanish track wound its way around a park in Barcelona, would remain on the calendar until 1975 as its more compact 2.3-mile layout made precautions more simple to tackle. In 1975, though, World champion Emerson Fittipaldi had already withdrawn his Lotus from the Spanish race, fearing the track was unsafe. A mid-race crash left five dead after Rolf Stommelen's Embassy Hill flew off the track and into bystanders.

Other circuits were dangerous, most notably the Nurburgring Nordschleife but, despite its size, it was still a purpose-built racetrack. Charade in France was also a genuine road circuit and would host its last grand prix in 1972 but F1 was looking to a more sanitised French home at Paul Ricard and Dijon.

Jackie Stewart (left) was one of the louder voices when it came to the circuit dangers

All of the classic tracks came under closer scrutiny. Spa's 8.76-mile configuration, which had been in use since 1939, was still considered by many to be the jewel in the crown. Mexican Pedro Rodriguez had won the 1970 event in his BRM at an average speed of 149.94mph – that eclipsed even the speeds reached at Monza that season.

A particularly chaotic race in 1966, where Stewart suffered his shunt and several others fell by the wayside, was caused when rain swept in from the far side of the circuit. Stewart had not been alone. The field was thinned out dramatically during the opening stages by the storm. Six other drivers were caught out by the changing conditions. Jim Clark retired his Lotus with an engine failure on the opening tour, while Phil Hill's McLaren, which was being used as a camera car for John Frankenheimer's forthcoming film *Grand Prix*, was withdrawn after the footage was in the can. That meant, of the 16 cars which took the start, only seven completed the first lap.

Racer Jo Bonnier, who was one of those caught out on that initial tour in 1966, was the president of the Grand Prix Drivers' Association and he and Stewart started to ring alarm bells about the Belgian venue. The race was cancelled in 1969 but held for the final time in 1970 as the increasingly loud voices wanted the race switched to Zolder.

The move to oust Spa – which was still a staple among sportscar racers –

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The Targa Florio raced through packed streets with fans sitting just yards away

caused outrage among many. Indeed, one reader of *MotorSport* magazine wrote in and declared: "I cannot imagine a really good grand prix at Zolder. It is rather like a dusty Mallory Park, good enough for club racing but not one of the top tracks. Using Hockenheim instead of the Nurburgring for the German Grand Prix was bad enough but to not run the Belgian Grand Prix at Spa is ridiculous. Spa-Francorchamps is without doubt a real track without the slightest hint of Mickey Mouse and must be retained for grand prix races."

His voice fell on deaf ears and the immediate future of the Belgian Grand Prix was split between the soulless Nivelles and Zolder.

Sportscars decided that Spa was good enough for them and the prototype racers had far more form for tackling the sinuous road-based courses. The Mille Miglia had been gone since 1957, but the Targa Florio remained. Even that, though, was coming under the spotlight.

During the 1971 edition, which was a round of the World Sportscar Championship for Makes, Brian Redman crashed his Porsche 908 and it was 45 minutes before any medical attention reached him. Equally concerning was that it took his Porsche team 12 hours to actually find out which local clinic Redman was being treated in. When seven spectators were killed in 1973, it brought down the curtail on the race. The 1971 running had been won by Nino Vaccarella and Dutchman Toine Hezemans in their Alfa Romeo 33-3 at an average speed just under 75mph.

There were other epic tests for sportscars too, including the Tour de France Automobile. The event was a curious mix of rally-type stages but the majority was on Tarmac, with stop-offs at some of the country's most famous race tracks such as Charade, Le Mans and Paul Ricard and it was also a route that took it cross-border to other well-known venues. The challenges also included sprint sections and hillclimbs.

The format of the event would later shift to a more rally-based mixture – indeed, it would go on to become a round of the European Rally Championship in the 1980s. But sportscars were still to the fore in the early 1970s, with Gerard Larrousse and co-driver Johnny Rives claiming the spoils in 1971 in a factory-entered Matra MS560, clearly on the hunt for some national pride for Les Bleus.

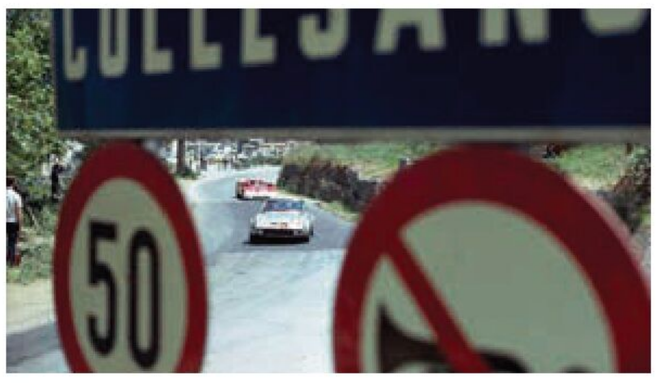
Le Mans was, of course, another highlight of the sportscar season which shared its hallowed Tarmac with the local traffic in central France. The La Sarthe venue had come under intense scrutiny since the disaster in 1955 when 83 spectators were killed but the Automobile Club de l'Ouest, the tracks operators, had been slow to react. Finally in 1971, a stretch of Armco was added to the pit straight to separate the teams and mechanics in the pits from the projectiles passing by, but the layout was causing increasing concerns because of the outright speed of the Porsches and Ferraris in the top class. The 1971 race, which was won by Hemlut Marko and Gijs van Lennep, was the last which would use the stretch of public road around the Maison Blanche section as the super-fast cars raced twice around the clock to a record distance.

After the June race in 1971, construction started straight away on the new Porsche Curves section which will be more familiar to modern fans.

The 500-mile Armstrong saloon car race in Australia was first held on the purpose-built Phillip Island circuit in 1960, but it wasn't until it moved to its new home on Mount Panorama that the event began to gain traction and wider significance. Manufacturers quickly wanted a slice of some of the kudos associated with winning, particularly when the increasing speeds meant it as bumped up to 1000kms in 1973. The circuit was – and still is – open to the public to drive around its full 3.86-mile length and the track is unique in that racers and the public can go over the top of the mountain (so long as they adhere to the speed limits). The venue features 571ft difference between its highest and lowest point. While it is a road circuit in the purest sense, it survives with track alterations having slowed what was once the fearsome Conrod Straight and a number of safety initiatives having been employed over the years.

The romantic vision of motorsport might well be monstrously powerful sportscars and single seaters pounding down a country lane and coping with whatever the conditions decided to throw at them, but times were changing. Road racing might have given birth to motorsport in the first place, but the demands of the drivers, primarily, meant that long and winding test of Tarmac were unable to be marshalled or policed properly, and the impetus definitely turned towards purpose-built venues.

The romantics would never see motorsport in the same light again as one by one, the classic road circuits were once again destined for their original purpose, rather than for competition. A golden period came to an end.



The signs were grim for classic road races

Bathurst 1000 was held on public roads

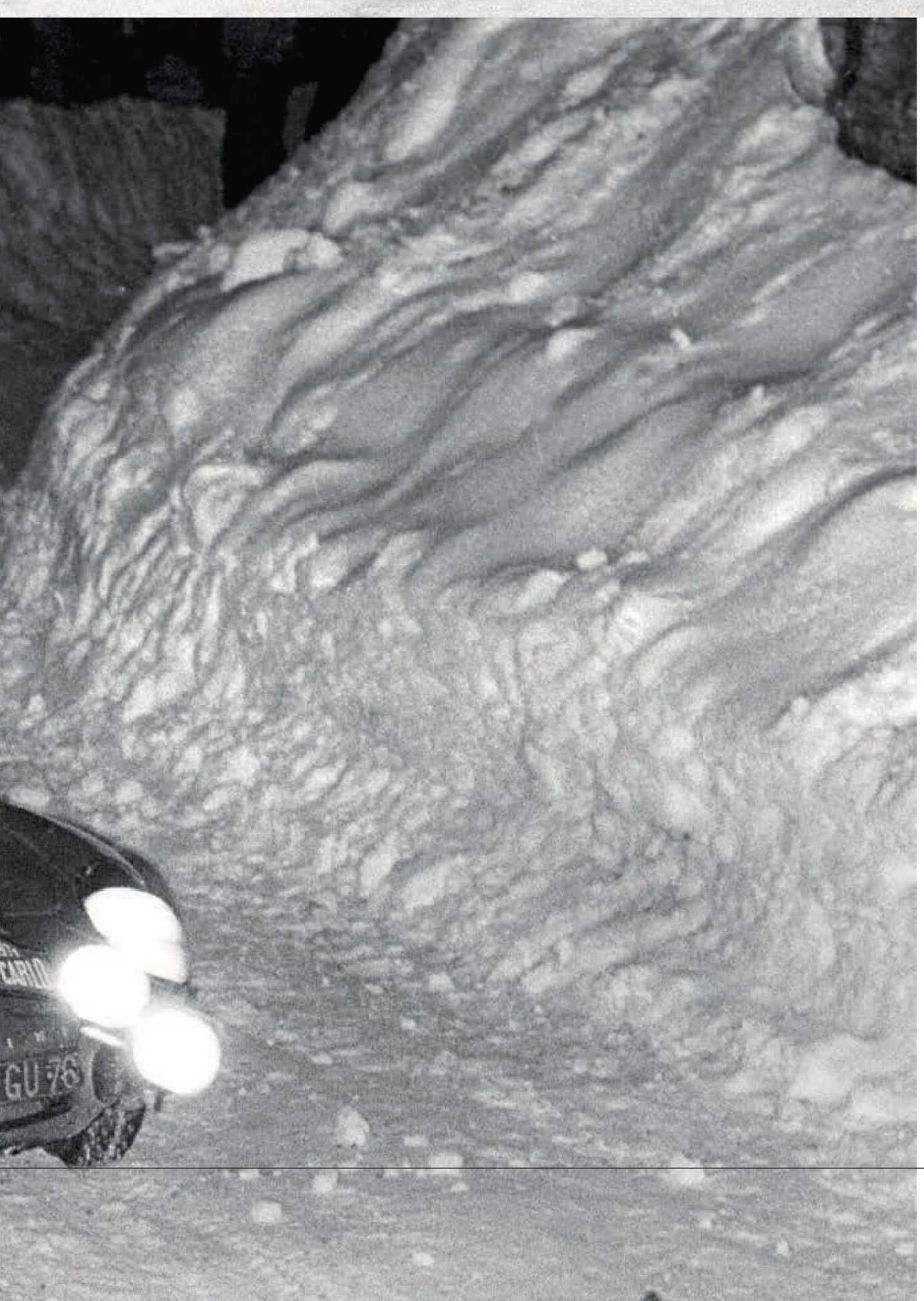
BIG PICTURE

Makinen uses all the road – and a little more!

While Stig Blomqvist was scraping the doorhandles for Saab up at the front of the field in the 1971 RAC Rally, Timo Makinen – the original flying Finn – was pushing hard in his Embassy Racing/Daily Mirror Ford Escort RS1600, shared with Henry Liddon. Five outright stage wins and another that was shared meant he was right on the pace, but a dodgy gear selector restricted him to fifth place overall behind the sister car of Hannu Mikkola. Makinen would finally conquer the RAC Rally with a trio of victories in a Mk1 and Mk2 versions of the Escort in 1973, 1974 and 1975.

RALLYING'S FRENCH REVOLUTION

A French car maker created the machine to beat in 1971 as international rallying came of age. **David Evans** reflects



Left: Svelte Alpine was a hit Above: Angular Saab won in Sweden

After Porsche narrowly edged Alpine Renault for the maiden International Rally Championship for Makes title on the RAC Rally finale in 1970, the Dieppe-based firm was determined to exact its revenge the following year.

And, unusually for the boutique French manufacturer, it was a Swede who got the job done for Alpine. Ove Andersson was drafted into the team for the 1970 RAC and kept on, sort of, into the 1971 season.

Reflecting on the situation some years later, Andersson said: "I was praying on my knees that they would give me a car for the 1971 Monte Carlo Rally. They did and I won the Monte, but that should've been the end of the story because [Alpine engine supplier and partner] Renault was going to reduce the number of driver contracts.

"It decided to end the contract with French driver [Jean] Vinatier, but to avoid embarrassment with the French press I had a white [instead of the factory blue] non-works cars with a Paris and not Dieppe registration for the Sanremo Rally.

"After I won Sanremo as well, I got my Renault contract."

And he put it to good use, with the job

Lancia's Fulvia had a quiet season as the Italian manufacturer planned its next weapon

done and the title won by the summer.

Adding further victories in Austria and Greece put the Alpine squad beyond the reach of the chasing pack in a car which would change the way teams and manufacturers looked at rallying.

Comfortably the lightest rally car of the season, mating all-independent suspension with a chassis housing a Renault R16 TS engine in the rear was a very effective combination. It was also a game-changer. Before then, mass production cars had been the way forward, but now there was another way.

Andersson added: "The Alpine was quite an incredible car to drive, if a little dangerous on the long fast Tarmac corners. If you hit a bump on one of these corners you were never quite sure where you were going to end up, but on the very twisty roads the car was very good and you could drive it so quickly in those conditions that your mind could almost not keep up with the changes of direction."

Certainly, Alpine's rivals couldn't keep up through 1971.

The Italians were never far from the action, but Fiat's acquisition of Lancia two years earlier, had delivered a more guarded and increasingly political approach. Lancia's director of motorsport Cesare Fiorio watched with frustrated fascination as Andersson powered an A110 to victory. And it got him thinking about that whole mass production versus the much more bespoke rally car.

Just a few months before Andersson's victory in the French Alps, Italian styling house Bertone had shown off what it could do with the chassis from a humble Lancia Fulvia. Fiorio was intrigued. He had a vision. On the stages, Lancia didn't overly commit to the 1971 campaign – often sending just a single Fulvia for Sandro Munari, Harry Kallstrom or Simo Lampinen, but behind the scenes something wonderful was being dreamt up.

Something called the Stratos.

Lifting the 2.4-litre V6 engine from a Ferrari Dino and slotting it into the rear of what would become one of 70s motorsport's most iconic shapes, Lancia went one step further in changing the world.

> **"It was incredible to drive"**
>
> **Ove Andersson**

The Stratos was shown to the public for the first time at the Turin Motorshow at the end of the 1971 season.

Suddenly, there was a far wider appreciation of Lancia focus potentially being elsewhere through the year.

With the motorsport's regulators Commission Sportive Internationale (CSI) still not offering a drivers' title to sit alongside the recently appointed makes' crown – which had arrived in 1970 – the best the drivers could do was land their employers some silverware. Andersson would certainly have landed himself a title had there been one on offer – as there had been for more than two decades in Formula 1.

The snappily titled International Rally Championship for Makes (IRCM, which would become the FIA World Rally Championship in 1973) remained a competition for cars homologated into Groups one to four, with a route of 1860 miles or more with at least 50 starters.

If the series' title sounds a little unfamiliar, the majority of the qualifying rounds were household names, with the Monte followed by the Swedish, Sanremo (Rallye d'Italia), the Safari, the Acropolis, 1000 Lakes and the RAC at the end of the season.

Edgar Hermann took a second successive Safari Rally success

The opening rounds of the 1971 season were marked by changeable weather, with a snowy Monte giving way to an apparently snow-less Sweden, only for the winter to arrive to Karlstad just in the nick of time. More snow complicated the Sanremo recce, with some of the passes between Liguria and Tuscany blocked.

Another complication was the crowded calendar: Sanremo was just a fortnight after Sweden, with Safari and then the Rally of Morocco a similar distance apart. Lancia skipped Sweden to try to focus on testing in Kenya before dashing home for Sanremo then going back to Africa for round four.

In Sweden, Stig Blomqvist's 96 was untouchable, while Munari and Lampinen looked good to deliver a home win for the Turinese, only for alternator failure and a broken driveshaft to sideline both cars. Andersson won.

Increased interest in the IRCM led many to believe the Safari would be won by a driver outside of Africa for the first time since 1953. And it would have been had Hannu Mikkola escaped Uganda with his Escort's headgasket intact. Bjorn Waldegaard had even more reason to be miffed. Leading the event for Porsche, he politely dialled the German firm's overflying aeroplane to ask if they could request

Unlikely Maserati-engined Citroen won in Morocco

Ove Andersson guided his Alpine to more success on the Acropolis

The 1971 1000 Lakes Rally introduced the world to the talent of Markku Alen

his team-mate Sobieslaw Zasada move aside for the faster of the two 911s. Zasada didn't hear or couldn't hear and when he finally did hear he moved out of the way at just the wrong point, leaving the big Swede to hit a bank unseen in the dust.

Ultimately German-born Kenyan Edgar Hermann won for the second time in as many years, driving a Datsun 240Z in 1971. Lancia and Fiat swerved a Moroccan event won by local driver Jean Deschazeux in a Maserati-engined Citroen.

Back-to-back wins on the next two rallies in Austria and Acropolis were enough for Andersson to seal Alpine's glorious IRCM success.

Both events offered a real reminder of what the sport was about in the 70s. Andersson's standout memory? An Acropolis which started on Thursday morning and finished at midnight on Saturday – with the longest stop being 24 minutes in Thessaloniki.

While the rallies remained as much about endurance and survival as they were about speed, the manufacturers way of working was changing. Alpine, for example, had ramped up its approach and started lifing parts such as the front suspension and uprights, which would be changed at regular intervals rather than when they broke.

While Stuart Turner had started the process at BMC's Abingdon competitions department in the 60s, the 70s moved through the gears with Lancia's Stratos and Ford's Boreham base for the delivery of the Ford Escort RS1800.

Later in the year, Blomqvist won the 1000 Lakes, an event on which Mikkola suffered a terrifying accident in a his Escort. He'd questioned Ford about whether it was worth putting a rollcage into the RS1600, but was assured the car was strong. He tested that with a huge roll on the Viitapohja test, breaking seven ribs and damaging a lung. Rollcages were introduced soon after.

The upside of that 1000 Lakes was the emergence of 20-year-old charger called Markku Alen, who guided a Volvo 142 to third place.

Stig would end the season with a further Saab success on the RAC Rally (see sidebar).

But if it was a drivers' title battle a fan wanted to focus on in 1971, it had to be the European Rally Championship, which remained steadfastly confusing with no fewer than 19 qualifying rounds.

Zasada made the running for much of the season in a BMW 2002 Ti loaned from the factory, but when Munari won the 1000 Minutes Rally in Austria, there was half a chance of the title on the season finale, the Tour of Belgium.

Munari needed to win with Zasada non-scoring. When the Italian's Abarth 2000 Spider drowned out in the early rain, the title went to his Polish rival. If the race to the European title had been uninspired, it did help deliver Walter Rohrl into our world. The German won the Wiesbaden Rally in a Ford Capri.

"Alen, 20, guided his Volvo to third"

RAC Rally 1971

Stig Blomqvist mastered treacherous conditions

Harsh weather boosted the list of retirements

Leaning on the roof of the Embassy-decaled Ford Escort RS1600, a tired and jaded Henry Liddon adjusted his glasses and looked the interviewer straight in the eye.

Little did he know, his next line would be the perfect way into one of rallying's most famous films.

"From Harrogate it started," said Liddon. Less well reported is the second part of that sentence, which was: "And we're not back to Harrogate yet."

And the whole Harrogate thing was all very new anyway. Since its inception almost 40 years earlier, the RAC Rally had never started out of the spa town. Yorkshire had been represented with the 1952 event starting from Scarborough, but Harrogate was something new altogether.

London had hosted the previous six RAC Rallies (across seven years as the 1967 event was lost to foot-and-mouth disease), but then clerk of the course Jack Kemsley wanted a change. Something of a visionary in his day, Kemsley's proposal of a refocused route which ran up into Scotland and reached as high as the Grantown-on-Spey, on the Cairngorms' northerly fringes, fired the imagination of competitors, with 231 signing up for the start of the 1971 *Daily Mirror* RAC Rally.

That made it the most popular event in the post-war years.

Running across five days from November 20-24, that popularity would be challenged by one of the most arduous, complicated and meteorologically challenging events in the history of the RAC Rally.

Liddon's fellow factory co-driver John Davenport answered the question of why the RAC ticked a box for so many private drivers.

"The RAC Rally," Davenport said at the time, "is equal by no one in that it is by far the most popular event in the world at the moment. It's unique blend of high-speed special stages on private property, usually comprising dirt-surface roads, with long easy road sections around the British Isles is attractive to works and private entrance alike.

"It appeals to both the dogged, determined finishers who are just going out to get around and to the speed merchants who want to prove their driving skills and maybe just enjoy going sideways. In any case it has the reputation for being one of the best-organised rallies in Europe, as well as having [an] excellent record in attracting good coverage in the press and on television."

He wasn't wrong about the media coverage: having around five million eyeballs a day, courtesy of the *Daily Mirror*'s sponsorship, couldn't fail to bolster the appeal.

And the *Mirror* didn't just put its name to the event, highly regarded motoring correspondent Patrick Mennem churned out plenty of stories on both the plucky Brits as well as the strangely named Scandinavian superstars.

Having started from Harrogate, the crews were warmed up with some early stages in Yorkshire before it was on to Kielder, Scotland, back down through the Lakes and over to Harrogate for a 14-hour rest. The second half of the event went down through Wales and across to Scratchwood Services near Edgware, north London for a time control and the chance for the southern-based fans to see their heroes before the turned north, bound for the finish back in Harrogate.

As usual, the British forests were the mainstay of the event, but this time they would be supplemented by a run through some of the country's stately homes. Spectator stages were introduced to the RAC for the first time in 1971, with the event's income benefitting from what would become known as the 'Mickey Mouse' stages.

The very first stage was a short run through the grounds of Harewood House and immediately this new-fangled way of doing things caused concern. Towards the end of the stage, the crews were required to slot right into a narrow track. Fearing they would miss the junction, the organisers put out boards to count them down: 300, 200 and 100. Only used to seeing such boards at the flying finish, several crews kept their foot in thinking they were at the end of the test – only to find spectators running for cover and the house's main gates in their path. Shekhar Mehta was one such driver, the Datsun man breaking a bone in his wrist when he collided with a post.

It was another of these spectator stages, Woburn Park, which made for one of the more famous incidents from the event. When Peter Clark's Escort went off the road, he was fairly confident he could get it back… until the road dropped down and he went straight into a small lake. Both Clark and co-driver Tony Mason escaped, the latter being left stranded on the roof for a while. Mason would make up for it 12 months later, winning the event alongside Roger Clark.

Out of Harewood and the weather was fast becoming the story as heavy snow fell and drifted across the North York Moors. Thirteen stages were cancelled and 121 crews retired as the blizzard took hold of the rally's early hours.

The snow would seriously challenge Kemsley's organisation, with the Clashindarroch stage typical of numerous tests. Jean-Luc Therier's Alpine got stuck three miles in and within half an hour, the queue of cars stretched a good way back to the start, while more than 100 competitors filled the narrow lane waiting to get into the test. It was chaos.

The wintry weather was, however, playing into the hands of the Saabs, with the weight of the V4 engine roughly over the front axle and driven wheels, Stig Blomqvist, Calle Orrenius and Per Eklund were among the pacesetters. It was, however, a masterful drive from Timo Makinen that really caught the eye. He and Liddon danced their RS1600 across the snow and ice to lead into Wales. Unfortunately for the Finnish-Anglo alliance, broken transmission in Clocaenog close to the finish dropped them to fifth.

Fellow factory Ford drivers Hannu Mikkola and Clark endured difficult events. Mikkola was top Finn in fourth, but did come away with a pair of handmade suits, the prize for being the fastest overseas driver through a stage around the sewage works at Esholt, near Bradford.

Blomqvist took the win after 2500 miles and a route which originally offered 77 stages. And Saab took the team prize with Orrenius third, Eklund slipping to seventh after he rolled in Wales.

Special mention has to go to Bjorn Waldegaard, who delivered a Porsche 911 to second place, albeit three minutes down on his countryman.

For the record, the weather improved tremendously through Wales and for the run back up from Scratchwood, with wintry sunshine taking over from snow which had served only to make the Scandinavians feel entirely at home.

Of those original 231 entrants, 104 made it to the end with stories… from Harrogate it started.

RENAULT ALPINE A110

The gorgeous mid-engined rally king dominated international rallying in 1971

There was a long gestation period before the Alpine A110 would be in a position to claim the big spoils in the rally world

The rear-engined layout of the Renault Alpine A110 made it an huge hit with many drivers, who enjoyed the tail-out style

Not just one of the most elegant but also one of the most successful rally cars of the period, the Renault Alpine A110 is more than deserving of our Star Car nomination. Just look at it. But it wasn't solely its gorgeous appearance that appealed; this was one of the most potent rally cars you could get your hands on in the early 1970s.

Launched in 1961 as a successor to the Alpine A108, it wasn't long before the A110 was hitting the global race tracks and rally stages with company founder Jean Redele keen for his cars to make an impression in competition.

Indeed, in 1963 the car started its first rallies in France but it was by no means ready to win straight out of the box. In fact, its first victory wouldn't come until three years later in 1966 when Jean-Pierre Hanrioud and Jean Vinatier scored a 1-2 finish for Alpine on the Lyon to Stuttgart Rally.

However as the years rolled on, the victories rolled in. In 1970, Alpine was winning classics of the international rallying calendar including the Acropolis and Sanremo and by 1971, the A110 had proved itself to be the car to have as Ove Andersson duly steered his to victory on the famous Monte Carlo and Sanremo Rallies.

That set the tone for what was a superb season for the French machine as Alpine claimed the International Championship for manufacturers, the forerunner to the World Rally Championship, with four further victories across 1971 giving it exactly double the points of next-closest Saab.

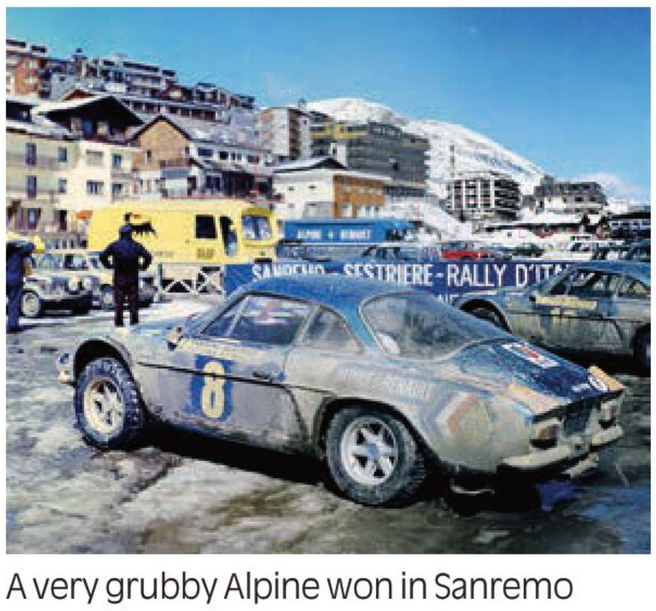
Proving it was no fluke, Alpine would go on to claim the inaugural WRC makes title two years later.

There were several evolutions of the A110 with first the 1300, then 1440, 1600, 1600S and 1800 versions of the car competing on the stages. Naturally, these numbers related to the car's engine capacity which gradually increased, but the car always adopted the same Renault-derived in-line four-cylinder unit under the bonnet.

Uniquely, the engine was packaged in the rear which, of course, helped with traction with more weight over the driven wheels. But one of the A110's core strengths was its handling. Weighing in at around 700kg, it was one of the lightest and therefore nippiest cars of the era, making it easy to chuck into the corners and a pleasure to drive.

Other quirks of the car included an additional aluminium fuel tank located centrally in the car to compliment the standard, road-going metal tank in the front. The production fuel tank didn't offer anywhere near enough capacity for rallying. And originally fitted with 15-inch wheels, these were downsized over time to 13-inch which radically improved the car's handling.

The A110's reign of international rallying came to an end when Lancia brought its mid-engined Stratos out to play in 1974, but not before an army of French drivers in particular in Hanrioud, Jean-Claude Andruet, Jean-Luc Therier, Bernard Darniche and Jean-Pierre Nicolas had made the A110 a hero.



A very grubby Alpine won in Sanremo

ROAD RALLIES PROVIDE THE BIG THRILLS

The British Rally Championship was in its infancy and the Motoring News Rally Championship at its peak. **Luke Barry** looks back at the state of play in UK rallying 50 years ago

The Ford Escort was the car to beat across the board in 1971, with the twin-cam (pictured) model soon being replaced by the quicker RS1600 variant

There aren't many facets of life that haven't evolved in the 50 years that have now passed since 1971 and today, in 2021.

Back then The Beatles had only just split up, the Ford Cortina was the best-selling car of the year in the United Kingdom and Michael Schumacher was just two years old. But not everything was different. Stage rallying was alive and developing rapidly in the UK, although its composition back in 1971 was a far cry from the modern, 45-stage mile forest rally we've grown accustomed to in the modern age.

Rallying was going through a period of transition at the start of the '70s. On the international stage, pacenotes had been introduced on several rallies, replacing maps, and the seeds were being sewn for the rise of the World Rally Championship as we know it (see p40-45). Things were similarly transformational back home in the lanes and forests of Great Britain as the prominence of the British Rally Championship gathered pace and the *Motoring News* Rally Championship – comprised mainly of road rally navigation-style events – continued to thrill.

Let's start by concentrating on the BRC, which in 1971 was embarking on its 14th ever season of existence. Very early British championship rallies were generally long distance trials with the champion dictated by who performed best in their vehicle class. The introduction of special stages on Forestry Commission land soon rendered this method of rallying largely obsolete. Night navigation was a core part of the championship, but the special stage route aligned the British championship with the world scene and was what gradually helped burgeon the series' popularity in the UK which, in the late '60s, was waning in comparison to the *Motoring News* series.

Come 1971, the BRC schedule was an eclectic mix of 'home' internationals (Circuit of Ireland, Scottish, Welsh and the Manx) coupled with other strong national events like the Lindisfarne and Dukeries Rallies in England, the Snowman, Granite City, Hackle and Burmah Rallies in Scotland and the Texaco Rally in Northern Ireland. The three-day internationals were far meatier at over 1000 miles and thus required a distinct and opposing skill set in comparison to the one-day events, but the shorter rallies were similarly demanding as they asked a different challenge from the drivers. It was pilots like Adrian Boyd, Tony Fall and Chris Sclater that were bettering the challenge with Roger Clark – who would later win the RAC Rally in 1972 – wading into the battle too.

A quick glance at the season's roll of honour shows the lion's share of the winning went the way of Sclater who won three of the last four events as well as the Scottish International – his first international rally win – to seal the British crown after having run Will Sparrow's Mini Cooper close the previous season. That same glance will also reveal that one car was trumping all: Ford Escort Mk1s. Only Tony Fall's Welsh International victory in a Datsun spoiled a clean sweep for Ford which was the only marque to enter works cars across the season, although British Leyland and Chrysler were around for some of the internationals. The latest RS1600 variation of the Escort proved an instantly successful successor to the older twin-cam engine and was undoubtedly the car to have.

The best navigators were often paired with the best drivers, but partnerships weren't as loyal as the likes of Sebastien Ogier and Julien Ingrassia today who have won everything as a pair. For example, Sclater won the 1971 BRC with three different co-drivers alongside him in Martin Holmes, Henry Liddon and John Davenport. And Liddon won three consecutive events at the back end of the season but alongside two different drivers. A Manx International victory with Clark was book-ended with Burmah and Lindisfarne successes by Sclater's side.

Davenport, who was also competing around the world with Simo Lampinen in a Lancia Fulvia, recalls: "I did several rallies with Chris in 1971. I did the Scottish Rally with him which we won, then I did the Hackle with him which we were second on; that was a bit unfortunate in that the guy who beat us was a guy called Roger Clark who had a new car! I also did the Manx with Chris and I'm afraid we went off. If we'd won the Manx that would have put me somewhere within reckoning [of the championship] but [in the end] I was nowhere near."

Davenport was one of the top navigators of the time and witnessed first-hand the skill required to succeed during the early '70s. But while the skill behind the wheel was just as high as it is today, the focus on physical and mental training wasn't at modern

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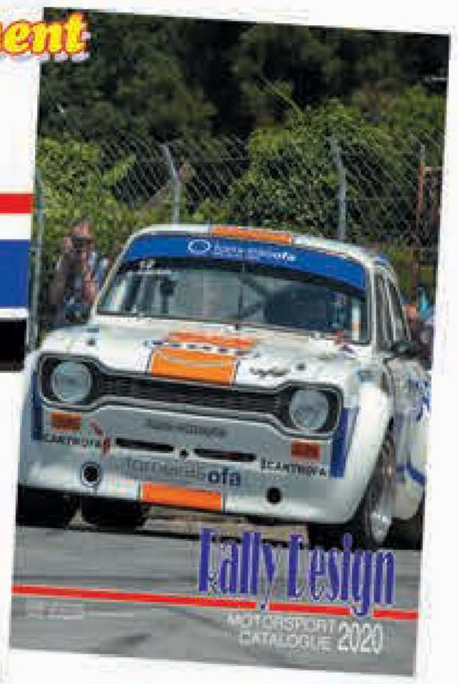

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All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

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Pinion bearing	£14.90	£17.88
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Special 10mm axle brace, English axle	£99.50	£119.40
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Flange, Group 1 type	£59.50	£71.40
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Atlas axle, 16 spline	£354.00	£424.80
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Sierra 7", Caterham	£399.00	£478.80
Focus ST170, Mini Cooper 'S' (6-speed Getrag box)	£399.00	£478.80
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Wilwood brakes kits from £299.51 £359.41

ESCORT BRAKING PARTS

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Wilwood brakes kit, 247x20, Midilite caliper		£468.49	£562.19
Wilwood brakes kit, 285x21, Midilite caliper		£571.40	£685.68
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Balance bar pedal box, hydraulic clutch		£215.00	£258.00
RMD master cylinders		*from* £21.50	£25.80
Wilwood master cylinders		*from* £29.50	£35.40
Wilwood proportioning valve, knob		£42.50	£51.00
Wilwood proprtioning valve, lever		£57.50	£69.00
Blackline 'swaged' stainless brake lines, 3-line		£29.74	£35.69
Classic Ford wheels	*6x13*	£69.00	£82.80
	7x13	£76.00	£91.20
	8x13	£87.50	£105.00
	8x15	£99.00	£118.80

Classic Ford wheels from £69.00 £82.80

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Gaz, adjustable rate rear shocks	*each*	£65.00	£78.00
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	LH 2:4 ratio	£149.50	£179.40

H/duty quick steering racks	*RH 2:4 ratio*	£174.50	£209.40
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Heavy duty 4-link kit		£185.00	£222.00
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Mk1 spring shackles	*car set*	£17.00	£20.40
Mk2 spring shackles	*car set*	£23.50	£28.20
OEM Escort RS struts	*each*	£96.95	£116.34
Group 4 spec. front RS struts	*each*	£128.00	£153.60
Escort RS stub axles	*pair*	£130.00	£156.00
RS steering arms	*pair*	£69.50	£83.40
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Quick fit steering arm kit	*pair*	£9.60	£11.52
Ally hubs - standard or Group 4	*each*	£49.50	£59.40
Stub axle hardware kit		£10.90	£13.08
Watts linkage kit		£199.50	£239.40
Taper leaf springs, 146lb rate	*each*	£49.50	£59.40
Ally tube strut brace, round tube		£44.90	£53.88
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Escort Mk1 front screen rubber	£24.92	£29.90
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Escort Mk2 front screen rubber	£29.08	£34.90
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Bonnet release cable grommet		£5.20	£6.24
Steering column bulkhead grommet		£7.20	£8.64
Handbrake backplate dust boots	*pair*	£7.10	£8.52
Spedo cable bulkhead grommet		£5.20	£6.24
Throttle pedal pad		£5.20	£6.24
Brake and clutch pedal pads	*pair*	£8.00	£9.60
Shock absorber top caps	*pair*	£13.90	£16.68
Rear bumper side plugs, set of 4		£9.90	£11.88
Oil line bulkhead grommet		£5.10	£6.12
Brake servo rod bellows		£5.20	£6.24

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levels, even on the international stage.

"Harry Kallstrom was European champion in 1969 and was an absolutely brilliant driver," Davenport explains. "One of the Swedish magazines had this thing where they used to test sports personalities for their fitness and things like that, and Harry failed all the tests that they gave him except one, and the one was a reaction tester. He was supposed to run four laps around a football pitch and he didn't make one. He collapsed!

"He was a brilliant driver, but these days because of the nature of the sport, they [current top drivers] all have to take it so much more seriously. But the talent I don't think has changed a great deal; it's just perhaps a little more difficult to recognise it now when people are tenths of a second apart [when] people used to win rallies by minutes. I won the RAC Rally in 1968 and we were 15 minutes ahead of the next competitor, that was rallying. Nowadays, if somebody won a rally by 15 minutes they'd be looking at the cars to see if they'd cheated!"

While cheating was never a common trait among competitors, it could be argued those testing their mettle in the UK's other premier series, the *Motoring News* Championship, were rather cheating the local constabulary, such was the ferocity of the competition and the velocity drivers were competing at. Rallies they may have been, but to a man they were essentially road races held on public lanes in all corners of the United Kingdom. And while it may seem absurd to contemplate a night navigational rally being more popular than a British championship round in 2021, in 1971 the *Motoring News* series was the national pinnacle of rallying.

"There was a professionalism about the *Motoring News* Championship that there just isn't with road rallies nowadays," says Mike Broad, who competed in the series before forging a stage-rallying career alongside Russell Brookes. "Because of the regulations, you could have any car. Nowadays you can't of course. You can't have four-wheel drive, they've got to be plain, you've got to stop at 'stop' and 'give way' signs and all these kinds of things, but throw the rules out the book in those days.

Will Sparrow and his Mini Cooper were stars of special stages as well as road rallies

HOW RALLIES WERE COVERED

Forget social media, WRC All Live or even the internet: the occasional television programme and newspaper or magazine report was your lot in terms of rallying coverage in the early '70s. And that meant the journalists – that were covering all the action on their typewriters – arguably had an even more vital role as the vast majority of people had no idea what was happening.

"Most of my early reports and columns in *MN* were typed on an ancient Olympia in Teesdale Publications offices," John Davenport, who worked at *Motoring News* between 1962-65 before a tenure at *Autosport,* says. "When I started being more mobile I bought a Hermes portable and that served me well until the mid-1970s."

Davenport dovetailed journalism with a competition career, indeed he left his *Motoring News* role to accept a contract with Ford to navigate for Vic Elford; something that simply wouldn't happen now. But it wasn't entirely unheard of in period, with one of the most successful navigators of the time – Martin Holmes – also being one of the most revered rallying journalists that ever lived.

Davenport (l) juggled co-driving with rally reporting

"As for taking notes, these were usually written in the pages of whatever road book I was using or on the side of my pacenotes if it was some incident or someone stopped in a stage," Davenport continues. "I can't ever remember using a notebook except on those events where I wasn't competing. Miniature tape recorders didn't make an appearance until the 1980s. And as for mobile phones…

"Having to write the reports definitely made you much more interested in what was going on in the rally, because you had to talk to the other competitors, you had to know what was happening so you learned an awful lot about rallying," he adds. "In other words, you weren't relying just on your experience, you were relying upon what other people were telling you and how they did this, that and the other. So you accumulated experience.

"I recall one particular 1000 Lakes Rally in 1974 which I had the good fortune to win with Hannu [Mikkola]. The custom at the time was for the organisers to take the victor's trophy and fill it with a mixture of vodka and juice. This was then quaffed during the gala dinner by the winning crew - and frequently topped up. I wrote my report by disappearing at frequent intervals to my hotel bedroom and trying to make sense of things – and hit the right keys – while in an alcoholic daze."

You wouldn't catch *MN's* Graham Lister doing that, that's for sure! How things have changed…

For a review of each *Motoring News* round from 1961-73, check out Memory Lanes by Peter Robinson (photohistoric.com)

"You were getting huge spectator numbers, more than you'd get on a BTRDA or British Rally Championship [event now] would go and watch a full night rally. And not just at 2200hrs or 2300hrs, they'd go all the way through the night. Those night rallies had 70, 80 controls all manned by marshals, all on ordinary, sealed clocks too and all of the big name drivers had day jobs, every single one of them. And yet they got sponsorship. They had some big companies give them a sponsorship deal for the year."

The series' popularity was lifted by its sponsorship deal and promoter *Motoring News* as well as with Castrol. The paper typically devoted a full page to the goings on in the championship on the lead up to and after each event. As Peter Robinson – a competitor from those days and now an author – testifies: "In the '70s, the top British rallying apart from the RAC and home internationals was the Motoring News field. Some of the events did involve special stages but to all intents and purposes it was a road rallying championship. Some events would be all selective, some would be all road sections and some would be a mixture of both. Some of the set, and achieved, average speeds were frightening. You weren't allowed to practice and in most cases the route was unknown until 60 minutes before the start. However some people knew the roads better than others. In the main however it was all down to really good map reading and calling the bends and junctions off the OS maps all through the night without mistakes.

Navigation really was key, but it wasn't the only ingredient for success: "Top drivers had to have a top navigator," Robinson argues, "because no navigation mistakes could be made all night. Then it was down to the driver. Inevitably, however good the navigation was, if the driver was no good you couldn't win, and however good the driver was if you didn't have a good navigator he couldn't win either."

Broad adds: "The navigator was the key man. The navigators went and did an enormous amount of work on the maps so that they would be able to r ead those maps almost like pacenotes. So they'd know where the bad bits are, know where the gates and everything else were, and if you didn't spend that amount of time, it didn't matter what driver you were with, you weren't going to go anywhere."

The top navigators at the time included Don Barrow, Nigel Raeburn, Peter Valentine, Martin Holmes, Keith Wood, Peter Bryant, John Brown, Colin Francis and Randal Morgan. Their drivers included names like Jim Bullough, Will Sparrow, George Hill, Harold Morley, Paul Faulkner, Frank Pearson and Malcolm Gibbs while, like in stage rallying, the Ford Escort was emerging as the weapon of choice and it won nine of the 14 rounds in 1971.

However that didn't stop Sparrow from muscling his little Mini – which by 1971 was nearing the end of its competition life – into contention that year. Heading into the final round that year, the Targa Rusticana, Sparrow's

CALENDAR

1971 BRITISH RALLY CHAMPIONSHIP

RD	EVENT	WINNING DRIVER	WINNING CAR
1	Snowman Rally	Roy Fidler	Ford Escort twin-cam
2	International Circuit of Ireland	Adrian Boyd	Ford Escort twin-cam
3	Granite City Rally	Roger Clark	Ford Escort RS1600
4	International Welsh Rally	Tony Fall	Datsun 240Z
5	International Scottish Rally	Chris Sclater	Ford Escort RS1600
6	Texaco Rally	Adrian Boyd	Ford Escort twin-cam
7	Hackle Rally	Roger Clark	Ford Escort RS1600
8	Burmah Castrol Rally	Chris Sclater	Ford Escort RS1600
9	International Manx Trophy Rally	Roger Clark	Ford Escort RS1600
10	Lindisfarne Rally	Chris Sclater	Ford Escort RS1600
11	Dukeries Rally	Chris Sclater	Ford Escort RS1600

Champion: Sclater (Escort RS1600)

1971 MOTORING NEWS RALLY CHAMPIONSHIP

RD	EVENT	WINNING DRIVER	WINNING CAR
1	Rallye Dubonnet	Will Sparrow	Mini Cooper S
2	Bristowe Rally	George Hill	Ford Escort twin-cam
3	Welsh Marches	Will Sparrow	Mini Cooper S
4	Red Dragon	George Hill	Ford Escort twin-cam
5	Nutcracker Rally	Will Sparrow	Mini Cooper S
6	Gremlin Rally	Will Sparrow	Mini Cooper S
7	Cilwendeg Rally	Harold Morley	Ford Escort twin-cam
8	Plains Rally	Will Sparrow	Mini Cooper S
9	AGBO Rally	George Hill	Ford Escort twin-cam
10	Illuminations Rally	Paul Faulkner	Ford Escort twin-cam
11	Tour of Mull	George Hill	Ford Escort twin-cam
12	Torbay Rally	John Booth	Ford Escort twin-cam
13	Shenstone Rally	George Hill	Ford Escort twin-cam
14	Targa Rusticana	Malcolm Gibbs	Ford Escort twin-cam

Champion: Hill (Escort twin-cam)

Navigator was key man on night rallies

"It became a little bit illegal"

Mike Broad

Adrian Boyd took Circuit of Ireland success

Road rallies were gruelling affairs at night

The moment Sparrow lost the *MN* title

Navigators were key to success in *MN* series. Nigel Raeburn (pictured) was one of the best

Cooper S and Hill's Escort twin-cam had each taken five wins apiece in what was one of the most thrilling British rallying seasons ever witnessed.

Fittingly, it all culminated in dramatic circumstances. It was essentially a winner-takes-all battle in Wales which ultimately swung in favour of Hill and his navigator Wood's Escort as, somewhat ironically, a ford put paid to Sparrow and Raeburn's effort. The engine in their Cooper was flooded out by the water crossing while Hill managed to negotiate it safely, passed his stricken rival to go on and claim the 1971 *Motoring News* title by a single point.

"There was a hell of a lot of strength in depth in drivers in those days," Broad remembers. "Stronger than now. I would say the top end of our championships in the UK now are probably about the same but you could say any one of 10 or 15 were going to win any type of rally [back then] and the competition was severe, like the ending of the *Motoring News* [championship] between George Hill and Willy Sparrow. He was ringing the neck of the thing I can tell you! He had a 1400, twin port job [so] it was something special with that Mini. And the numbers were huge. On a *Motoring News* rally you'd probably get 150 entries."

Wales was the most frequent of battlegrounds, such was the quality of its roads for this style of event. Nearly half of the 1971 season was held there: the Red Dragon, Bristowe, Gremlin, Plains, Welsh Marches, Nutcracker, Peak Revs and Targa Rusticana were all featuring on the schedule. Other classics of the calendar included the Dubonnet, the Bristowe, the AGBO Rally, the Illuminations Rally, Torbay and the Tour of Mull. Davenport was the Targa Rusticana clerk of the course for a while and remembers: "It was supposed to be 30mph average [which] is a mile in two minutes. We used to give a mile in one minute! Just to make it a bit difficult, you know…"

Broad was deputy clerk of the course for the Shenstone Rally and recalls similar mischief that reflected the laissez-faire attitude of the time. He details: "You had to send a tracing of your route to the RAC in Belgrave Square about six months before the event for them to then let the police know in the area you were doing it. And then they'd tick the box and allow you to do it. But there was very much an acceptance from the majority of police that it was OK.

"Just to give you an indication, Mike Nicholson and I had an appointment and went to see the chief constable of Derbyshire before the event, gave him the route and said 'There you go, we don't mind if any of your police arrive anywhere'. And because we were so open and honest, we didn't see anyone! Double bluff, and it worked. It was very much a laissez-faire job in those days."

It would all come to an end a couple of years later when in late 1973 the RAC withdrew all rally authorisation "until such time as the fuel crisis ended." The championship would return, but under very different rules as it had all become, in Broad's words, "a little bit illegal." Robinson says: "It got to the point where, when it stopped, people said 'I don't know how the hell we got away with it, it will never happen again' and I think that actually sums it up."

The *Motoring News* Championship would continue until 1987 but in somewhat more regulated, and less popular, fashion. But the memories of those early, halcyon days can never be traded and nor will they fade. There was a time, in 1971, when stage rallying was on the rise but really, road rallying was king.

BIG PICTURE

Sclater's rallying star begins to emerge

Rally firm Withers of Winsford had probably never earned as much publicity as it did when it was emblazoned on the side of Chris Sclater's Mk1 Ford Escort RS1600. A year after his first big win on the 1970 Manx Trophy Rally, the road rallying graduate remained loyal to the Blue Oval in '71, which had even offered him a test alongside its stars of the day Hannu Mikkola and Roger Clark. His biggest success came on the domestic scene, when he powered to the 1971 British Rally Championship. He took four wins during that campaign, including on the Scottish, which is pictured here. The forest event was also a round of the European Rally Championship too.

THE WIND OF CHANGE

Much was changing in junior single-seater categories across the world in 1971, though as **Graham Keilloh** explains many fundamentals remained

A wind of change blew through junior single-seaters in 1971. Formula 2 was at the end of an era, its last year of 1600cc engines before switching to production two-litre units. But there was no drop off in interest or competitiveness, nor in its knack of developing F1 driving talent.

Little wonder. F1's stars of tomorrow could in F2 pit themselves against contemporary F1 colossi, with even Graham Hill among the astonishing total of 95 drivers who practiced for an F2 race that year. There was no room for slack either. Routinely just a couple of seconds covered the field and race battles were frantic. "The formula had never been so competitive," said an admiring *Motoring News* at the year's end.

Non-FIA graded drivers competed for the European F2 Trophy, and therein another F1 luminary, Ronnie Peterson, in the same season as getting F1's runner-up spot, as March's works driver claimed 1971's F2 title and more broadly the F2 'king' crown passed posthumously from the equally flamboyant Jochen Rindt.

March in 1971 shed its 'Much-Advertised Racing Car Hoax' reputation, aided by creating the F2 car to have in the monocoque 712M, purposely styled and a vast improvement on the spaceframe 702.

Ronnie Peterson, Graham Hill and Emerson Fittipaldi competed in F2

March didn't repeat its mistake of hardly testing the 702 in advance, as the 712 got a several-thousand-mile programme, including running at Kyalami. "We started tests with the new F2 car at the end of 1970," Peterson told *MN*, "it was fantastic compared with the old rubbish."

And, contrary to Peterson's reputation, he was an effective developer. "I didn't drive the F1 [March] car until we went to South Africa," Peterson continued. "But Air France went on strike, so we didn't get various parts for a whole month, and only had the F2 car to play with. It was very good for the F2 car, we sorted it out very well! I get on well with [March designer] Robin Herd and we did all the sorting together." March during the year built indeed upwards of 20 of the 712M for its various customers and often hired out works mechanics with it.

Not that Peterson's title was a cakewalk. He had a difficult season start, including a big Mallory Park accident with steering failure then engine problems, related to Brian Hart's version of the FVA unit lagging behind Novamotor's. But with that sorted he took control with a run of wins.

"The competition in Formula 2 is incredible," Peterson added to *MN*. "You need to have everything 100% perfect with your car, otherwise you're right back in the field, whether it's me Tim (Schenken) or whoever."

Carlos Reutemann earned his spurs too in 1971's F2, coming a honourable second behind Peterson in the European standings after a consistent campaign in a lavishly-backed

Flamboyant Ronnie Peterson in a March 712 took F2's European Trophy, and Jochen Rindt's F2 'king' status

Argentine Automobile Club YPF Brabham. Reutemann was a revelation after a scrappy 1970, with a polished style that became his trademark. A certain Niki Lauda also showed promise in a private March.

There was another significant change on the single-seater scene in '71, as Formula Atlantic made its debut as brainchild of prolific UK circuit boss John Webb, starting as a British category but with international ambitions.

It was based on the US's well-established 1600cc Formula B, and was positioned close to F2 but with more manageable budgets. The chassis and gearbox were effectively the same as F2's and while the de rigueur four-valve BDA engine was 40bhp down on an F2 unit it was also cheaper plus had readily available parts.

The inaugural Formula Atlantic championship was handsomely (some might say gaudily) sponsored by Yellow Pages, and after slim grid turnouts for its first two rounds the fields grew. There also was no shortage of cars to pick from.

"The seventies were the decade to be lucky enough to be old enough to go racing," Ian Flux told *MN*, "because all the opportunities, that people wouldn't even understand now, were there. John Webb creating formulas that people could afford: if you couldn't afford F1 you could go afford to go [Formula] 5000. If you couldn't afford F2 you could go and do Atlantic because you were approaching a similar speed.

"He [Webb] was so good for many of us, inventing formulas that we could get drives in. In the seventies it was still possible, loads of people wanted to be racing drivers and it wasn't beyond the realms of possibility [to race] with a good bit of bullshitting…"

Formula Atlantic was well timed also, as that year Formula 3 moved from its one-litre screamers to more muted 1600cc engines. Formula Atlantic's racing was good at times, observers reckoned too it might be a better Formula Ford-to-F2 stepping stone than F3, offering more power and better potential for spectators. Given all this and more, Formula Atlantic was well received on its debut.

"They were great cars", Flux continued. "They weren't costly to run relatively and the performance was fantastic and they sounded great and [with] the wheel and tyres the same size as an F2 car they looked the business."

Yet there were problems in its first year. The BDA-based engine was unreliable while driver competence varied considerably. It also had the familiar financial problem, with even its inaugural champion Vern Schuppan struggling to make ends meet.

Australian Schuppan – aided by not running the troublesome BDA engine until late in the season – took the title in a Palliser by five points from Cyd Williams in a Graham Eden Chevron though Williams took eight race wins to Schuppan's five.

Another Webb invention, the European Formula 5000 championship, meanwhile was in its third campaign and experienced changes of its own. For the first time McLaren and Peter Gethin did not prevail, instead Frank Gardner and his Lola took the title spoils via an extraordinary tale.

Gardner's nomadic career even before then had got him two British Saloon Car titles plus a second place in European F2's inaugural season in 1967. The year before his F5000 title, 1970, he had a Lola T190 loaned by company boss Eric Broadley.

Gardner modified the machine extensively, with a longer wheelbase and wider track, and it won first time out in its new state as Gardner defeated Gethin. The work led also to a close relationship between Gardner and Broadley, as well as with budding new Lola employee Patrick Head. Gardner was stationed with Lola formally for '71.

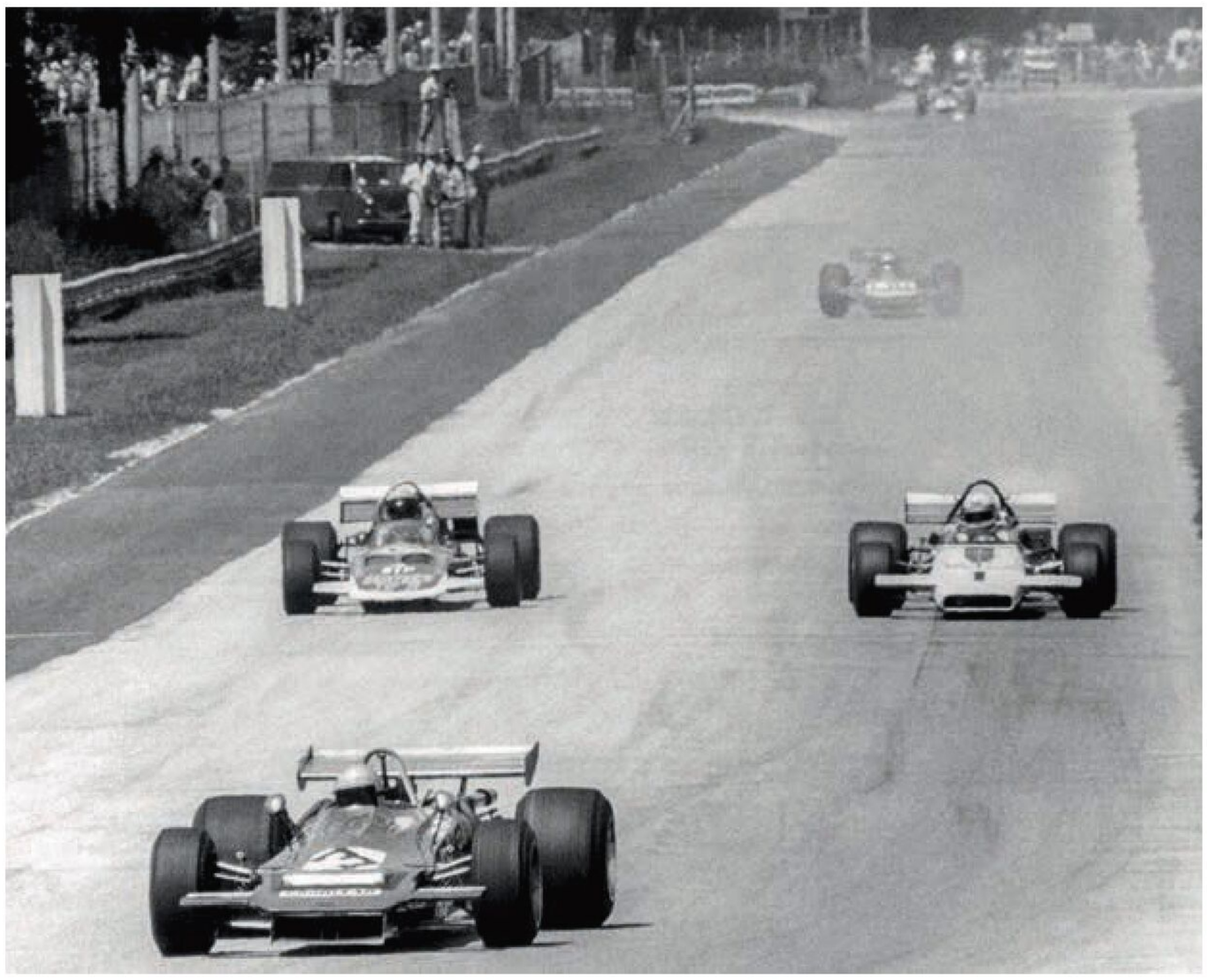
The modified T190 became Lola's '71 car and Gardner took three early-season wins. But mid-year, twigging the car was not as competitive as required, Gardner proposed a smaller and lighter mount based on a strengthened F2 chassis. Six weeks later the Lola T300 was ready, complete with Lotus 72-type mod cons. It took Gardner to the title.

More generally F5000 experienced a vindication in '71, transformed from its troubled early days, with better racing and reliability, bigger fields and strong driver talent such as Graham McRae

JUNIOR SINGLE-SEATER 1971

Interest in Formula 2 was vast as 95 drivers practiced for an F2 race during the 1971 year

Carlos Reutemann in a Brabham was a driving revelation in F2 in 1971


Driver-cum-engineer Frank Gardner started F5000 season in Lola T192

who also won that year's Tasman Series. "Formula 5000 had good people at the time: Peter Gethin, Mike Hailwood, Brian Redman," Gardner noted. "You knew you had to get your arse into gear when the flag dropped." It had some similar problems to Formula Atlantic though, with a lack of finance plus some underwhelming cars towards the back.

David Hobbs took America's F5000, or Formula A, contest by winning five races out of eight. It was third time lucky for Hobbs after near misses in the championship driving a Surtees. Now he won out in a McLaren M10B.

Hobbs' main challenger was Sam Posey in a Surtees, who had several poles but was frequently scuppered by breakages. The articulate pair kept all entertained with a cheerful verbal spars outside the car, though racing in the category more generally was a little tepid.

Another budding design star making his mark at Lola in 1971 was John Barnard, and he did so in another new category, Formula Super Vee. Just nine months in at Lola Barnard had caught Broadley's eye sufficiently to be given the opportunity to design his own car from scratch.

Volkswagen-backed Super Vee arrived in 1971 amid much fanfare and considerable prize money, with the European champion pocketing £2000 compared to just £250 for Formula Atlantic's title winner. The British Super Vee championship also had excellent rewards.

Super Vee, described in advance by *MN* as a "sophisticated 'economy' class of single-seater racing", was intended to sit between Formula Ford and F3.

Patrick Depailler and Jean-Pierre Jabouille, pictured here at Monaco, were the cream of the Euro F3 stars

Barnard and Head: starting out

John Webb (l): always creative

Barnard's effort, the Lola T250, became a race winner, with Tom Reddy triumphing in the American Road Atlanta contest while Lola sent 60 Super Vees to the States that year.

Super Vee's start in Britain was slower, likely reflecting Formula Ford's dominance, but it caught on well in mainland Europe. Formula Ford also continued to grow therein, and Mo Harness pipped Hakan Dahlqvist for the Johnson Wax Euro-Trophy and got a test drive with Ken Tyrrell as reward. In F3, while Dave Walker had his British category tour de force two future F1 stars Patrick Depailler and Jean-Pierre Jabouille in Alpines were often found at the top on the continent.

American single-seater racing: It was the best of times...

With Charles Dickens echoes, 1971's American single-seater racing was the epoch of revolution, yet its USAC championship was won by the tried and trusted.

Joe Leonard's Vel's Parnelli Colt-Ford machine kept circulating and accumulated the points to prevail. The tortoise beat various new-fangled hares.

Leonard's team-mate, 1970 champion Al Unser, looked well on the way to retaining his crown by winning five of the opening six races, including an attritional Indianapolis 500 that *Motoring News* described as "bizarre".

But then he didn't score again, and hit teething problems after a mid-year switch from the flat-lining Ford V8 to the 800bhp Offenhauser engine. Unser's brother Bobby in a works Eagle-Offenhauser similarly struggled to convert pace to points.

One part of 1971's revolution was that dirt tracks and road courses were removed from the schedule. Three 500-milers dominated the all-paved-oval itinerary – Pocono and Ontario alongside Indy – and they, coined the 'triple crown', became a major focus.

The other part of the revolution was technical. Particularly the phenomenal McLaren M16 that, with Lotus 72-like wedge nose and side radiators, made a giant stride forward. *MN* had high hopes for it from its launch, describing it as "obviously beautifully engineered", "definitely the lightest and most compact [car] ever built for Indianapolis" and predicted it would "smoke off" its American opponents.

The M16 made its race debut at the Indy 500, and in a March Indy test went 1mph quicker than the rest. Plus its wings, theoretically banned, passed inspection. "At that point the McLarens obsoleted every other car at the track," noted driver Mark Donohue in his *The Unfair Advantage* book

McLarens took the first two places in the Indy 500 starting order; gearbox failure denied Donohue and McLaren the race win but they soon took freshman victory at Pocono. The rest was history.

McLaren's M16 (66) led the technology charge in USAC championship

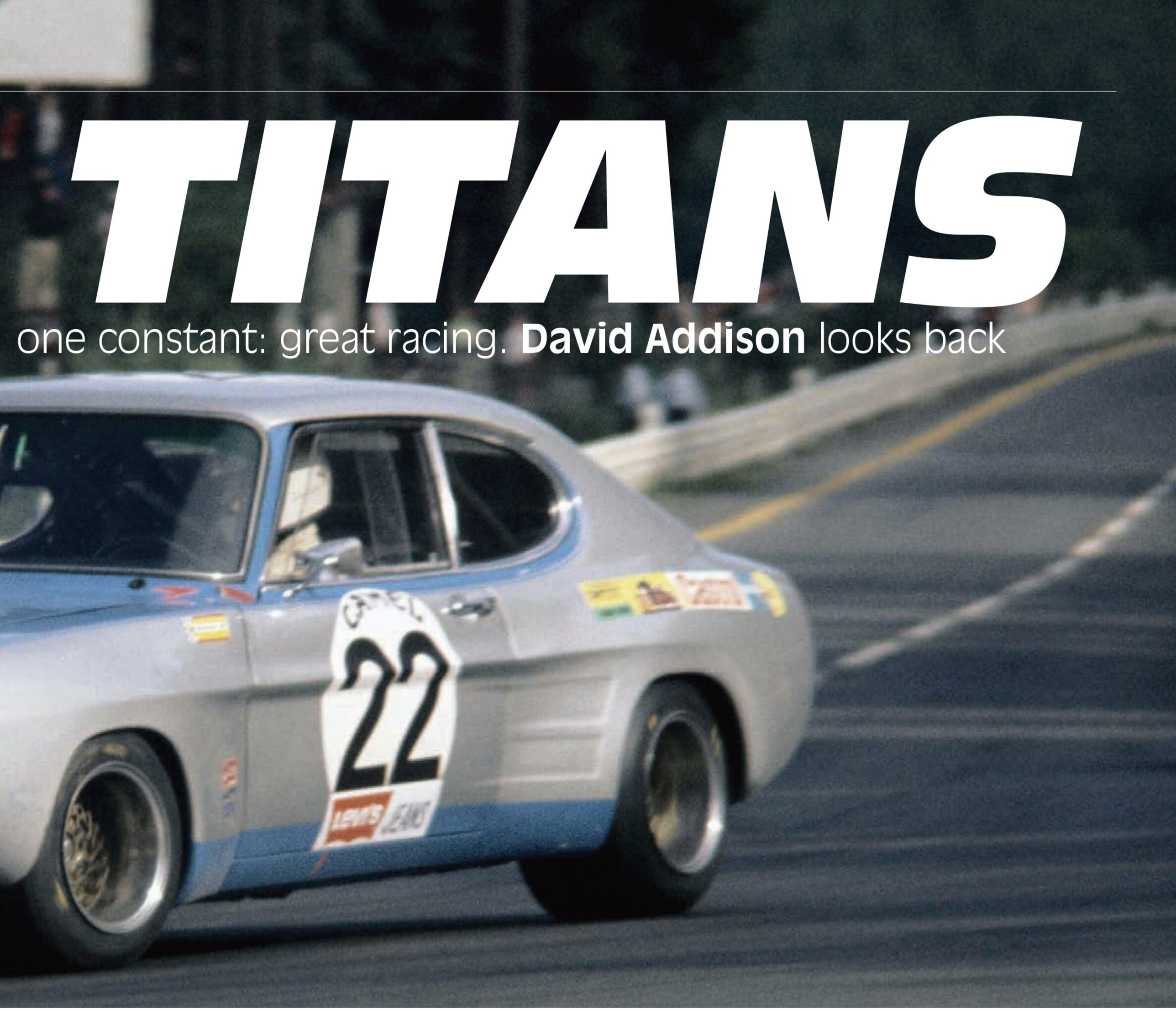
TIN TOP

Touring car racing had different cars across the world but

Brian Muir won more races outright in the British Saloon Car Championship but lost the crown to Bill McGovern's class-winning Hillman

TITANS

one constant: great racing. **David Addison** looks back



The Ford Capri RS2600 was the car to beat in Europe. Dieter Glemser won the Drivers' title and took victory in the Spa 24 Hours (above)

As the 1970s dawned, one branch of motorsport continued to produce varied grids worldwide, no matter what rule-set it ran to. Touring Car racing, or, as it was called in the UK until the mid-1980s, saloon car racing, was an area in which amateurs could be competitive and yet manufacturers, and professional drivers, could grab headlines to help to sell cars.

The pinnacle of touring car racing was the European Touring Car Championship, which ran with a multi-class system, allowing cars with big and small engines to compete in their class based on engine size. Points were scored equally so you could as likely be the championship is a smaller-engined, and cheaper to run, weapon as in a car from the main class. Races were run as endurance events, similar to how sports car racing looked, with the '71 ETCC season made up of four and six-hour events plus a 24-hour race.

Over in the UK, the British Saloon Car Championship was rarely a headline race, often sharing the bill with other classes or as a support act to a Formula 1 race, for example. Britain was a little behind Europe in that as the manufacturers released their new weapons, Ford especially, on to the European stage, British races were being dominated by the American big-bangers that had come to the country a few seasons before.

Over in Australia, American Fords, as against Australian cars, were the ones to have, but couldn't stop Chevrolet power as Bob Jane took the Australian Touring Car Championship. A quirky fourth was Jim McKeown's Porsche 911…

The Porsche is relevant to the story of the car that took the ETCC by storm.

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TOURING CARS 1971

Ford launched the Capri in 1969, as "The Car You Always Promised Yourself", a competition career wasn't on the radar. However, that changed when a Ford Motorsport Department was established in Cologne with Jochen Neerpasch at the helm. If there were a department, there must be cars to run...

The Capri was barely a four-seater as required by touring car regulations, but Porsche had run the 911 in the 1960s with rear seats being able to accommodate those with short legs or a degree in contortionism. Ford followed suit and by 1970 had a team of Capri 2300GTs (with enlarged 2.4-litre engines) ready to race. The programme wasn't a success, with the cars under-powered, overweight and uncompetitive. Hope was in store thanks to the newly-homologated RS2600, and, with help from Keith Duckworth at Cosworth, a vibration in the engine at 7000rpm was solved ready for the 1971 season. Weighing in at 950 kilogrammes, the new Capri RS2600 was a serious weapon and Ford headed to opening ETCC race at Monza in confident mood. Sadly, one car, that of Dieter Glemser and Alex Soler-Roig retired with head gasket failure and the second car for Helmut Marko and Francois Mazet suffered overheating dramas and struggled home 10th. That opening race of the season was won by Alfa Romeo, Dutchman Toine Hezemans single-handedly guiding his 2000 GTAm home to win.

After that, though, results started to fall easily for Ford. Glemser won in Austria at Salzburg and then again in the Czech Republic on the dangerous road course at Brno. Six hours of the Nurburgring fell to Glemser with Helmut Marko sharing the car, before Glemser won again in Belgium at the Spa 24 Hours, this time sharing with Alex Soler-Roig.

A two-hour race at Zandvoort came next, where Ford was expected to dominate against little opposition. However, no-one gave due credit to the Schnitzer-run BMW 2800CS of Dieter Quester, which started second on the grid to Glemser's Capri. Quester battled into the lead at the start but the Ford team was confident that its cars could go the distance on 120 litres without refuelling whereas the BeeEmm could not. That meant that Quester had to extend the gap as best he could and he led to his pit stop for fuel. Quester was at rest for just nine seconds and lost the lead, but with more fuel that the Fords he could push harder rather than fuel-save. Push he did, relieving Marko of second place and then attacking Glemser whose car was overheating and he had to lift off. Quester's BMW took an easy win.

The round at Paul Ricard was run as a two-heat affair with an aggregate result, each heat lasting six hours. With a big prize money pot, a number of star drivers graced the grid and F1 World champions Graham Hill and John Surtees were entered in a Ford UK Capri which won heat one before Rolf Stommelen and Gerry Birrell won heat two. However, on aggregate it was Glemser and Soler-Roig who took the win.

Glemser was on the verge of the title when the series went to Jarama, outside Madrid, for the final race. It was Ford versus Alfa Romeo for the manufacturers' crown and the Alfa 2000 GTAm of Carlo Facetti found itself stuck behind the Capri of Jean-Francois Piot. Eventually, Facetti made a move, conscious that the class-leading opposition was getting away. Piot blocked him, they touched, the Ford went sideways and Facetti tried to pass. Piot drove him off the road, Facetti tried again. Bang! More contact. Facetti tried a third time and another bang! Two flat tyres, a pit stop and the loss of a lap was the result for the Italian. As Facetti pitted, Piot was black-flagged for dangerous driving and the other

John Fitzpatrick and Jochen Mass scored a win for the new Ford Escort RS1600 at Jarama

Busy grid prepares for ETCC at Monza

Gerry Birrell's Capri was breathless in BSCC

Glemser/Soler-Roig won at Paul Ricard

Capris were ordered to pit while things calmed down. With 11 Alfas, Ford was outnumbered and fearing an accident, they parked up for a while…Eventually, the remaining Capris were allowed back out for a formation finish and for Glemser, a rose grower by trade, to win his class and the championship.

The race was won by another Ford that was racking up wins in the subordinate class, the Escort RS1600. John Fitzpatrick and Jochen Mass shared the winning car which had suffered a mixed season. Ford had held back on racing Escorts in the ETCC as the Twin-Cam engine wasn't really competitive, and so it was when the 1800cc engine was ready to be dropped into an RS1600 that Ford took on the smaller-engined class. At Monza, Fitz and Mass led early on but suffered a puncture, and at the Salzburgring, Fitzpatrick dominated the stand-alone under two-litre race. At Brno, he was joined by Mazet and a propshaft broke. At the Nurburgring it was the diff that let go and at Spa, a flywheel. An accident at Paul Ricard didn't help the quest for results, but that win at Jarama served intent for 1972. However, the combined results of Hezemans and Facetti in their Alfa Romeo gave the Italian concern the manufacturers' title.

There were other oddities in the ETCC, such as the increasingly uncompetitive Chevrolet Camaros or the Opel Commodore, but Group 2 regulations were now the domain of manufacturers who had big bucks to spend. There was a fear that domestic championships would need to change their rules to maintain the amateur racers.

In the UK, things were a little different. The Group 2 regulations were the same, but the big class was still full of Ford Boss Mustangs and Chevrolet Camaros, meaning that the Capri RS2600 was almost breathless. By 1972, the Capri RS2600 would have a 2.9-litre engine, but for '71 the Ford Motor Company entry of Gerry Birrell wasn't the force it could have been. Australian Brian Muir, a regular in the BSCC, helmed Malcolm Gartlan's Chevrolet Camaro Z28 for 1971 and won the second race at Brands Hatch's championship opener, but the star car that day was the Escort RS1600 of Fitzpatrick. This car, built by ace race-prep man Ralph Broad through his Broadspeed concern, was a 16-valve screamer that took on – and beat – the American iron, Fitzpatrick setting out his stall to win his class in the championship.

Muir's Camaro took eight class wins, seven overall, with opposition coming from the Chevrolet Camaros of Martin Thomas and Roy Pierpoint and the Ford Boss Mustang of Dennis Leech, and by mid-season had grown a bigger engine to try to remain ahead, the Camaro now with 5.7-litres shoe-horned under the bonnet. More wins came at Silverstone and Crystal Palace, differing types of circuit, before 1968 champion Frank Gardner appeared in another Camaro at the Silverstone round that supported the British Grand Prix and ran out the winner from Muir. Gardner won next time out at Croft before Muir returned to his winning ways, but those defeats were bad news an a bigger scale.

As the championship rewarded you for your finishing position in your class, Muir's defeats played into the hands of Bill McGovern, the 1970 British Saloon Car champion, who was racking up win after win in his George Bevan-prepared 108 bhp Hillman Imp. Bevan described himself as a 'kitchen utensil manufacturer' and McGovern, who specialised the little car, was unbeaten all season in his class and ran out the champion for the second year running. It wasn't the first time, nor would it be the last, that the debate centred around whether it was right that you could be the champion through stealth rather than outright wins. It would take until 1991 before that situation changed, and the man behind the move was an Australian called Alan Gow.

Australia was *the* place for touring car racing, and arguably still is. Single-seater racing never caught the imagination in the same way that touring car racing did Down Under and one of the reasons for that popularity was one race that ran every Spring. It was run at the Mount Panorama circuit in the New South Wales town of Bathurst. The circuit was built around

Toine Hezemans won at Monza for Alfa

Allan Moffat missed out on Aussie crown

A marketing dream for Ford in 1971

Moskvich 412 was an unusual sight at Spa

Bill McGovern won his class every time out to rack up the a second British title

The unwieldy-looking AMG Mercedes 300 SEL took second at Spa. Its 6.3-litre engine gave it more pace than its appearance suggested

the mountain under the guidance of an enlightened politician, local mayor Martin Griffin, who just happened to be a motor racing fan. He realised that building a lap around the mountain would act as a scenic drive to attract tourism and boost his local economy but he also got a race circuit built at the same time. In addition, the race, a 500 kilometre blast up to 1973, earned day-long television coverage. Touring car racing hit the public consciousness and the men that drove the cars became stars.

The 1971 Australian Touring Car Championship (ATCC) season developed into a fight between Bob Jane and Canadian-born Allan Moffat. Jane was driving for General Motors, his Chevrolet Camaro with a seven-litre, 427-cubic inch, powerplant under the bonnet. Moffat, a Ford man through and through, had a 1969 Mustang at his disposal, the car with which he had finished sixth the previous season. It was a battle between the pair all season, fractious at times.

Moffat won the opening race at Symmons Plains from Jane, who had a clutch fail on the first lap of the second round at Calder Park. Moffat looked a dead cert, until he faded with engine dramas and he smokily headed to the pits, leaving Norm Beechey's Holden Monaro to win. Moffat tested a new Falcon at Sandown before round three but elected to run his Mustang, as Jane stormed into the lead chased by the Canadian. However, Moffat was black-flagged for having an oil cooler line dangling from underneath the car. It was no risk and Moffat was allowed back out, only for officials to exclude him for not responding soon enough to the black flag. He bounced back to win at Surfers Paradise with Jane triumphing at Mallala. With his Mustang now sporting new flared wheelarches, Moffat's Mustang won, took pole and set fastest lap at Lakeside and headed to the last round in with a chance of the title. Jane led by two points from the consistent Ian Geoghegan in his '67 Mustang with Moffat third.

Moffat led from pole, Geoghegan and Jane third, until Moffat's Mustang stuck in second gear and he briefly parked. Jane grabbed the lead and Moffat's recovery brought him into a battle with Geoghegan until he eventually muscled his way past. Just Jane to go. Then the unthinkable happened: a spectator drove on to the circuit in a Valiant Pacer, almost being shunted off it by Moffat, who was concentrating so hard he had no recollection of the incident post-race! The spectator parked at the end of the pit straight and was promptly arrested…

Jane won the race and secured the title after a season of superb racing, Moffat's consolation being that he drove solo to win the Bathurst 500 in a Ford XY Falcon GT-HO.

Wherever you looked in the world of touring car racing, there was variety and cars that you could relate to, indeed own. They may have been modified, but people knew what they were and the Ford versus Holden rivalry in Australia, for example, was a key marketing aspect of the discipline for decades. Datsun 1200s, a Mazda Capella, a Volvo 164 were part of the Australian touring car scene; in the UK there were Fords aplenty taking on Minis with the big-bangers snatching outright wins, whilst in Europe the Ford Capri RS2600s took on BMW 2800s with NSU 1000TTSs, Fiat 128s, Chevrolet Camaros and Moskvitch 412s thrown in for good measure. Touring car racing was never short of drivers choosing something different for their racing.

Ford was perhaps the most popular marque, with for example 25 of the 44 points scorers in the BSCC being Ford drivers whilst it maintained its popularity in the ETCC with both the Capris and Escorts scoring race wins. Down Under, Ford was a major player in the discipline and globally knew how to exploit its successes on the track to sell cars.

That old adage of 'Win on Sunday, sell on Monday' was understood by Ford and other manufacturers were soon catching up. Touring car racing was blossoming and would only continue to grow decade after decade.

BIG PICTURE

Tin-tops ready to take on Spa's biggest adventure

Having qualified on pole position, the Chevrolet Camaro of Ivo Grauls and Peter Hoffman is beaten away at the start of the 1971 Spa 24 Hours by Dieter Glemser's Ford Capri RS2600 that he shares with Alex Soler-Roig. In third is the unlikely and unwieldy AMG Mercedes 300 SEL of Hans Heyer/Clemens Schickentanz. The Capri, against expectations, survives 24 hours of abuse to win by three laps from the Mercedes, while the Chevrolet retires after head gasket failure. A huge crowd is out in force to watch the 60 starters blast away in the biggest touring car race in Europe as demonstrated in this atmosphere-oozing image.

Once sorted, the Ford Capri RS2600 stormed to success with Dieter Glemser taking the European title

FORD CAPRI RS2600 GT CAPRI PUSHES FORD BACK INTO THE LIMELIGHT

A new Ford weapon to take on the cream of the European crop on the saloon car scene

The genesis of the 1971 European Touring Car Championship title-winning Ford Capri RS2600 was borne out of the necessity for the Blue Oval to have a product at the very sharp end of tin-top racing at the start of the decade.

While the ubiquitous Ford Escort was a staple for many and probably launched a thousand motor racing careers, the top class, where the more powerful cars resides, was untapped territory.

The Capri road range didn't have a racy performance special when it was launched, to the brains at Cologne had some thinking to do. The first weapon was the Capri RS2300 GT, which tackled the continent's top touring car series in 1970, but it was forced to play second fiddle to the all-prevailing BMWs and Alfa Romeo of the time. But over the winter, a glimpse into the future came. Ford unveiled the RS2600GT, which had been breathed on by tuners Westlake with a special alloy cylinder head, fuel injection and lightweight panels.

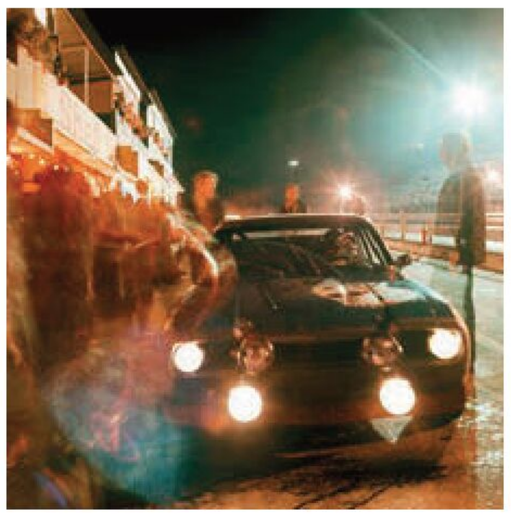
It didn't take long for this model to transform Ford's fortunes on European circuits. Apart from a blown head gasket in the opening round of the campaign at Monza in Italy, the swoopy hatchback and German racer Dieter Glemser went on to dominate the season in terms of the drivers' championship.

He was only beaten once more over the remaining seven racers when Dieter Quester hauled his heavy Schnitzer BMW to a triumph at Zandvoort in Holland.

Despite the fact that the major plaudits had been lifted by the rear-wheel-drive car – including the Spa 24 Hours, where Glemser shared with Alex Soler-Roig – the Blue Oval didn't claim the makes' title. It was beaten by the smaller engine Alfa Romeo in the combined class structure.

Glemser's victory was the successor to another for the Capri and Jochen Mass in 1972. Again, Ford lost out on the manufacturers title in that season two as the division two Alfa Romeos were unstoppable on their way to the class spoils.

Glemser's Capri won the six-hour Nurburgring race



Capri claimed the Spa 24 Hours

Glemser was the form man

SPREADING THE WORD

By 1971, commercialisation was becoming increasingly prominent in motorsport. **David Addison** takes a look

The chances are that had our chosen year been 1931, we would have been writing about colours, rather than sponsors.

National racing colours were how racing cars were initially adorned, with red for Italy, British Racing Green for Great Britain and blue for France, for example. Germany was white, but a weight-saving exercise took the paint off the cars and put them back to their metalwork. Germany became silver thereafter.

Gradually, trade suppliers started to be seen placing stickers on cars. Dunlop for tyres, Shell for fuel, for example, but nothing as vulgar as the mobile billboards of today. Teams were either from motor manufacturers or wealthy privateers, all of whom could afford to spend their money to go racing. It was a situation that couldn't last though, as the costs of being successful rose, although teams were behind the times to a degree. In 1964, for example, a huge Martini hoarding towered over the Zandvoort circuit as the sponsor-free cars passed by.

The man who takes the credit for really kick-starting the sponsorship revolution was Lotus boss Colin Chapman. A pioneer in so many ways in his car creation, he turned his attention to how he could make his cars go faster without costing him a penny and he thought that someone else paying for

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COMMERCIALISATION 1971

Gold Leaf is credited as being the first sponsor in F1 but was beaten to it by South African tobacco brand Gunston (above) earlier in 1968

Martini's colours were – and still are – well known and adorned the Porsche 917 of Gijs van Lennep and Helmut Marko in 1971

him to go racing would be a good idea. But what to offer them in return? The whole car, maybe? He approached Imperial Tobacco which in turn saw the benefit of a car bedecked in the colours of one of its brands and the Gold Leaf red and gold colours graced the Lotus for the 1968 Monaco Grand Prix.

Not only that, but the entrant's name changed as well as entry lists welcomed Gold Leaf Team Lotus. However, he had been beaten to it, by the Rhodesian driver John Love. He was a privateer in grand prix racing and, like Chapman, needed help covering the costs. He approached South African cigarette company Winston Tobacco Company which promoted the Gunston brand. For the 1968 South African Grand Prix, Love's Brabham BT20-Repco V8 and Sam Tingle's LDS Mk5-Repco V8 appeared under the Team Gunston banner. Sponsorship in F1 was now A Thing, but it was the combined might of Chapman and Imperial Tobacco that pushed it to the next level.

Eventually, Imperial Tobacco invented a brand just for Lotus to promote, John Player Special. The idea behind this was that JPS sounded more like a racing car than a brand of tobacco and allowed the company to skirt regulations in countries that sought to ban advertising. As other tobacco companies saw the benefit of global advertising, motorised fag packets began cropping up everywhere.

BRM was the next major F1 team to join the sponsorship revolution, with British American Tobacco's perfume brand Yardley being the company that Louis Stanley attracted to his team. By the second year of the sponsorship programme, sales of Yardley were up by 40% meaning that the association was clearly working, with promotional girls, competitions and branded clothing all being part of the PR package. Stanley watched Chapman with interest and seeing how the Lotus/Imperial Tobacco link was working, decided to push BRM to the next level. He went to Philip Morris, owners of Marlboro cigarettes, but the brashness of the American go-getters didn't sit well with Stanley who objected to being told how to run his team. Not only did the two parties not gel, but BRM's fortunes were on the slide. It wasn't long before new executive John Hogan moved the sponsorship programme to McLaren and without funding, BRM's presence on the grid was soon to be no more.

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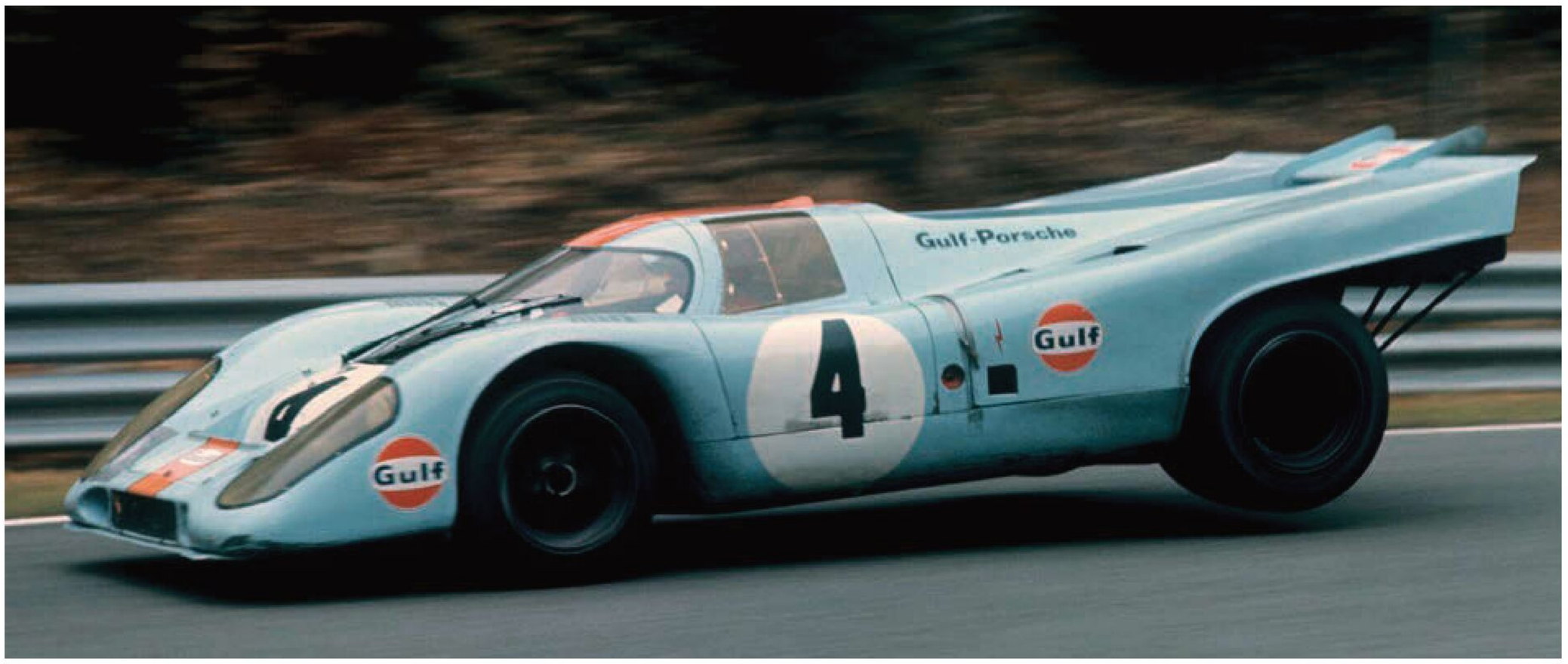

Gulf's colours were familiar on successful Porsche 917s in 1971 and would receive a further boost thanks to Hollywood that year

Scratch a little deeper, though, and it becomes clear that Martini, that Turin-distilled Vermouth, already had a presence in motorsport above its billboards. As far back as 1962, a brace of Alfa Romeo Giulietta SZs appeared at the Daytona 24 Hours under the banner of the Martini & Rossi Racing Team. They wore no decals, however, but carried the team name. The next time Martini raised its profile was by adding its stickers to the Porsche 910 of Scuderia Lufthansa Racing in 1968, a team set up by Robert Huhn, an executive manager of the German airline. After that, Martini moved its support to the Porsche factory team and won the 1971 Le Mans 24 Hours with a Porsche 917, while it then lent its support to Lancia in sportscar racing and rallying. Today, the heir to the Martini & Rossi empire, Count Manfredo Rossi di Montelera competes in historic events, in Martini-liveried cars, naturally.

Martini also in a way gave way for the 'Pink Pig' Porsche 917 to be created, as the company was so unimpressed with the look of the 917/20 and its snouty front that it asked for its colours to be removed. That in turn allowed Anatole Lapine to go overboard with the Pink Pig livery. Another memorable colour scheme was created.

Another livery that graced grids in this period, and has been in and out of the sport since, is that of Gulf Oil. Grady Davis's pale blue and orange colours came to prominence adorning Ford GT40s in 1966. Ford was intent on

Yardley was an enthusiastic backer of BRM with smartly-presented cars and transporter

Jo Siffert was a winner for Yardley-BRM in 1971. The team then pursued Marlboro money

COMMERCIALISATION 1971

Rallying had yet to become a sponsor's paradise with only trade suppliers as yet seen on competing cars

defeating Ferrari at Le Mans after Enzo Ferrari had turned down an offer from Ford to sell his company. In 1966, John Wyer was running a team of Ford GT40s and met oil exec Davis at Sebring where the American announced he wanted such a car. His relationship with Wyer blossomed, and as Davis had himself been an occasional racer, had a keen interest in the sport. Eventually, he asked Wyer to submit costs to Gulf to sponsor the programme and Wyer was happy to oblige, making the point that other trade sponsors, such as Esso, Shell and BP, had spread their stickers over so many cars that there was no clear message. Gulf, he advised, mustn't do that and be associated with one team, one car. That was achieved with the Gulf-backed Ford GT40s which went on to win race after race, notably the Le Mans 24 Hours in 1968 with Pedro Rodriguez and Lucien Bianchi.

Gulf gained more airtime, and perhaps immortality, through the Steve McQueen's *Le Mans* movie with the Gulf-backed Porsche 917s. In period, they were run by Wyer's team having switched from Ford, and with McQueen's insistence on realism, his character was one of the drivers of the three-strong Gulf-Porsche team. Even now a range of Gulf-Porsche merchandise is available. Regularly, efforts bring the Gulf name back into the sport, the most successful of late perhaps being a McLaren GT programme in the mid-1990s, but nothing has captured the imagination in the same way that those Gulf Fords and Porsches did. Having Steve McQueen associated with a Gulf-Porsche hardly hurt either.

Rallying was still catching up with the commercial side of the sport, with a World championship some years away and therefore perhaps there was less to entice a major backer. In the UK, for example, the Daily Mirror backed the country's biggest event, the RAC Rally, but cars of the time were mainly carrying stickers of trade suppliers: BP, Castrol, Pirelli and Elf were all backing cars, but the motorsport was still the domain of the manufacturer's budget or the wealthy amateur. That would change radically in the next few years.

Television was changing the opportunities for teams as well. Although nothing like as advanced or as regular as today, there was an increasing amount of the sport on the box, and that allowed sponsors at least one major market for their expenditure. Quite often, it would be just a home grand prix that received coverage, but as people's appetite for motorsport grew, and technology improved making overseas broadcasts easier to receive, so more races were making their way into people's homes and all of that was helping to push forward sponsorship deals. Motorsport was seen as glamorous, exciting, even dangerous and for any organisations it was the ideal environment in which to advertise.

Sponsorship, though, wasn't all about big brands and huge budgets. As far back as 1924, Englishman Raymond Mays (one of the founding fathers of ERA and then BRM) would sell his Brescia Bugatti to GH Mumin et Cie and branded his car Cordon Rouge after the company's Champagne. He wasn't paid directly, the company only providing him with free Champagne, but with no drinks bill to cover, Mays in turn did have more money to spend on his racing. In 1938, Juan Manuel Fangio gained sponsorship from a hat manufacturer in his native Argentina and when he came to Europe, an Argentine shirt-maker offered free clothing. Such are the deals on which motorsport survives!

OUR TOP THREE LIVERIES OF 1971

Martin Porsche 917
Silver Martini Porsches were one thing but Italian drink's colours looked even sharper in white. Here, Helmut Marko/Gijs van Lennep take their Martini International Racing Team Porsche 917K to victory at Le Mans in 1971 by two laps. Double Martinis all round!

Gold Leaf Lotus 72C
Formula 1's first fast fag-packet, Gold Leaf Team Lotus ran its 72C (seen right) 49 and 56B across the season. It wasn't a great season for Lotus and it was also the last for Gold Leaf before John Player Special colours came along but its red and gold hue still looks the part today.

Yardley BRM P160
Perhaps one of the forgotten colour schemes, Yardley's involvement is worth celebrating for what it did off-track with a range of merchandise, posters, stickers and promotional girls proving that the message could be spread in more ways than just stickers on a car.

An omen? The Lotus 56B ran in black and gold colours at Hockenheim's non-championship Jochen Rindt Gedachtnisrennen Trophy

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Up-and-coming star and future Formula 1 World champion James Hunt leads the F3 pack in his March at Crystal Palace

RING IN THE NEW ON THE NATIONAL SCENE

Paul Lawrence looks at the landmark season on the British racing circuits for club racing

The 1971 season was surprisingly significant for domestic motor racing. At a time when a relatively small number of categories dominated the schedules, 1971 brought Formula Atlantic and the Escort Mexico Challenge in to rival the staple diet of Formula 3, Special Saloons and Formula Ford.

It was the year that gave us the pocket calculator and Kevlar while show-jumper Harvey Smith gave everyone the V-sign. Decimal currency and spaghetti junction confused many people and *Dirty Harry* and Rod Stewart's *Maggie Mae* were top of popular culture.

Among the British race tracks, Crystal Palace and Castle Combe were both under threat and the reopening of Donington Park was only a growing ambition in the mind of Tom Wheatcroft.

Up north, Aintree's club circuit was still in use along with the original layout at Croft, while the temporary airfield track at Rufforth near York was active. Wales had only the Llandow track and racing north of the border was limited to the Ingliston circuit within the tight confines of the Royal Highland Showground. In Northern Ireland, Kirkistown was the only permanent track of the era.

Britain's role at the heart of international motorsport brought two rounds of the European Formula 2 Championship to the UK and wins fell to Graham Hill (Brabham BT36) at Thruxton at Easter and Emerson Fittipaldi (Lotus 69) at Crystal Palace at Whitsun. An early

Chris Sclater heads an Escort Mexico pack at Crystal Palace

Packed crowd watches Colin Vandervell's Formula 3 Brabham

F3 champion Dave Walker (Lotus 69) climbs the Mountain at Cadwell Park

Tom Pryce: a winner in Formula F100

Formula 5000 racer John Myerscough at Snetterton

season non-championship race at Mallory Park in March was won by Henri Pescarolo (March 712).

At Brands Hatch in August, the non-championship Rothmans International Formula 2 race was won by Ronnie Peterson's Smog-liveried March 712M and the popular Swede went on to win the European Championship crown.

Beneath Formula 2, there was significant jockeying for the position of prime feeder for ambitious young racers. Formula 5000 went into its third season and delivered noise and spectacle, but never quite had the depth of quality needed to really make it a serious F1 feeder.

Formula 3, meanwhile, was undergoing a rather painful transformation. This was the first year of the 1600cc engine regulations after the glorious one-litre screamer era. A measure of the success of the move to restricted 1600 production lumps is the fact that the 1600 era lasted only three seasons before being replaced with the two-litre formula in 1974.

Aimed squarely at taking advantage of the Formula 3 hiatus was the arrival of Formula Atlantic, based on the successful Formula B category In North America. Just like Formula 5000, Formula Atlantic was the brainchild of leading promoter John Webb at Brands Hatch.

Starting the season on March 7 at Brands Hatch put Atlantic under immediate pressure. Lotus and BRM twin-cam-engined cars set the pace as most of the Ford Cosworth BDA-engined cars simply weren't ready in time. The opening race featured only six proper Atlantics propped up by some Formula Fords, and five more Atlantics did not arrive. The detractors said that Atlantic was not needed as F3 and F2 was the established route to the top.

However, the Yellow Pages Formula Atlantic Championship went ahead as planned with a daunting 22-event schedule. Back then, double and triple-headers were not even considered. By the time the season concluded back at Brands at the end of October, there were 21 cars on the grid, so fair progress was made.

The championship was won by rising Australian star Vern Schuppan in a works Palliser though Cyd Williams (Royale RP8) won more races – eight to five – but finished second to Schuppan in the points.

Formula 5000 had its third UK season as Lola, McLaren and Surtees all built cars. Lola set the pace with Frank Gardner in the T192 and then even more so when the striking and effective T300 was rolled out in August. Gardner won six races and took the tile comfortably from Mike Hailwood (Surtees TS8) and Mike Walker (Lola T192).

However, in a theme that dogged Formula 5000 across its UK story, grids were at best patchy and the season started with 15 cars. Grids were typically in the teens, even when the category Supported the F1 cars in the non-championship races at Silverstone (International Trophy) and Oulton Park (Gold Cup). Silverstone mustered a decent grid of 16 F1s and 15 F5000s, while at Oulton the grid was down to eight F1s and 14 F5000s.

Ray Mallock and Geoff Friswell were the stars of the healthy Clubmans scene in 1971, here pitched in a familiar battle

Whilst being nibbled at the edges by both Formula 5000 and Formula Atlantic, Formula 3 did well to weather the storm and cope with the uninspiring new engine regulations as well. Remarkably, the category had a UK schedule covering nearly 50 race meetings and three mainstream championships.

Initially strangled by a 20mm restrictor, the engines were given a bit more head mid-year when the inlet was stretched to 21.5mm for UK races. Inevitably, restrictors became a hot topic and a young James Hunt was among those to fall foul of the restrictor rule at post-event scrutineering.

In truth, the Formula 3 season stated a little slowly but by mid-season 30-car grids were not unusual. In the prime British championship, backed by Shell Super Oils, Australian Dave Walker won the big prize in his Gold Leaf-backed works Lotus 69, taking the crown clearly from fast-rising British star Roger Williamson (March 713M) and former one-litre F3 ace Bev Bond who

Formula Atlantic champion Vern Schuppan in his Palliser at Snetterton in June

Jody Scheckter arrived in Formula Ford in the spring of 1971

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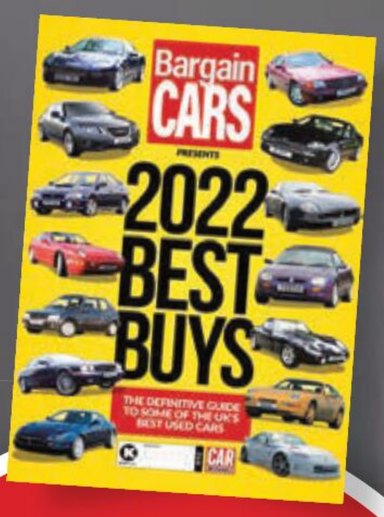

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split his time between a March and an Ensign.

Williamson's rise from club racing in a Ford Anglia was meteoric and the support of his mentor Tom Wheatcroft took him into F3 in 1971 where he won the Lombard North Central Championship from Colin Vandervell (Brabham BT35). In the BARC's Forward Trust F3 Championship, Walker beat Williamson as they established themselves as the leading two drivers of the season. Williamson was further celebrated at the end of the season when he was confirmed as winner of the top Grovewood Award for promising young racers.

Remarkably, three drivers in F3 that year went on to claim World championship titles. Jody Scheckter catapulted out of Formula Ford in dramatic style to show strong pace in the unfashionable Merlyn and Ehrlich chassis, Alan Jones made his mark in a Brabham with the Australian International Racing Organisation and Hunt showed flashes of pace in his March.

Formula Ford 1600, going into its fifth season, was getting ever stronger and heats and finals were often needed to sort out bumper entries for the major championships. Top dog was Merlyn-mounted Bernard Vermilio who won the national BOC Championship title. Teenager Tony Brise won the Townsend Thoresen title at Brands, while Jody Scheckter scorched through the class on his way to the top. In the regions, Ken Bailey clinched the Northern title and Mike Campbell-Cole was champion at Castle Combe.

Away from single-seater racing, the 1971 season heralded a new series that would lead to major changes to the domestic racing arena over the next three decades: the manufacturer-backed one-make championship. It was Ford that started the idea as it sought to make capital of its famous victory on the London-Mexico World Cup Rally of 1970. The Escort Mexico was launched as a sporty yet affordable version of the Escort Mk1 and offered a strengthened shell, better suspension and brakes and the fairly potent 1600cc Ford Kent engine.

To support the model in competition, race and rally championships were launched for Mexicos and so the Escort Mexico Challenge was born. It quickly

Gardner won in F5000 despite this shunt

attracted a strong entry of hard-charging racers and the racing was often frenetic as Gerry Marshall emerged as the inaugural champion.

Of course, Gerry had already made his mark in Special Saloons, which was a staple diet for most race meetings. The championship rounds were regularly split into two grids at 1000cc or even 1300cc and Marshall pitted his Vauxhall Viva against the fabulous 'run-baby-run' Ford Escort of Dave Brodie and the very effective BOSS Capri of telecoms engineer Mick Hill. Aa well as being a rapid racer, Hill was a gifted engineer and his run of increasingly outrageous cars led the charge into the Super Saloon era of the mid-1970s.

Back in 1971, the smaller-engined cars took the Special Saloon championship spoils, with the Hepolite Glacier Championship going to Les Nash in his 'purple people eater' Ford Anglia. Mini racers Jonathan Buncombe and Graeme Janzen tied for the Osram GEC title while Mike Odell's rapid Hillman Imp won the Silverstone-based Triplex Championship.

The Clubmans category had been going strong since its launch in 1966 and the '71 season will also be remembered as the year of Ray Mallock and former speedway rider Geoff Friswell. Armed with largely identical Mallock Mk11s designed by Ray's father Major Arthur, they took the season by storm and had some magnificent and sporting contests. Ray won the Shell title but he could never relax for a moment and was only secure as champion when Friswell missed the final race when laid low by his first experience of asthma. Both later graduated into Formula Atlantic and while Friswell's career then ran out of steam, Mallock went on to great success as a team owner running a range of manufacturer programmes.

Just like Special Saloons, Modified Sports Cars (later shortened to Modsports) was a feature of most race meetings. Modified Jaguar E-types were a popular choice at the head of the action for drivers like Jon Burbidge and John Quick, while Dave Brodie was a giantkiller in a potent Lotus Elan. However, the main Chevron Oils and STP titles went to Brian Hough, who lost his life two years later in his TVR Tuscan V8, and the evergreen Jon Fletcher who claimed the Northern title in his faithful Lotus Elan.

Motoring News, as it was then, sponsored the BARC's successful Special GT Championship and it was the Minilite-backed Astra RNR1 sports-racer of Jeremy Lord that often set the pace. However, the title went to John Anstice-Brown in his smaller-engined Rejo. Less successful was the short-lived Formula F100 for 1300cc Ford Kent-engined sports-racing cars. Launched by Motor Racing Stables for 1970, it was meant to be a sports car version of Formula Ford. It didn't last long but can take credit for aiding the career of 1971 champion and future F1 star Tom Pryce before disappearing.

Club racing stalwarts like Monoposto, Mini Se7en, Formula Libre and Formula Vee were all alive and well and the Vee title was won by future F1 and F2 star Brian Henton.

A portent of things to come was a May race meeting at Thruxton when the BARC organised a trial race for standard saloon cars. From a most encouraging 28-car grid, it was won by the Alfa Romeo of David Powers and duly set the foundation for the launch of Production Saloon racing in 1972.

However, all was not rosy in the national racing garden. Crystal Palace was given one more year of racing and John Webb announced that Castle Combe was to close. His MCD operation had taken a three-year lease on the Wiltshire track for 1969 to 1971 and it was now over. Fortunately, local race official Howard Strawford had other ideas.

BIG PICTURE

Williamson makes a splash among F3 starlets

Roger Williamson was fresh out of Special Saloons when the patronage of Tom Wheatcroft set him on a meteoric rise to Formula 1. Here, on October 24 1971, his March 713M leads a 1600cc Formula 3 pack on the Brands Hatch GP circuit. It was one of the final major F3 races of the season and 23-year-old Roger won the race, after Patrick Depailler and James Hunt were penalised, and the Lombard North Central F3 title. Tragically, that weekend is best remembered for the death of Jo Siffert in a fiery accident, which bore frightening parallels to the accident that took Williamson's life in the 1973 Dutch Grand Prix.

PARTING SHOT

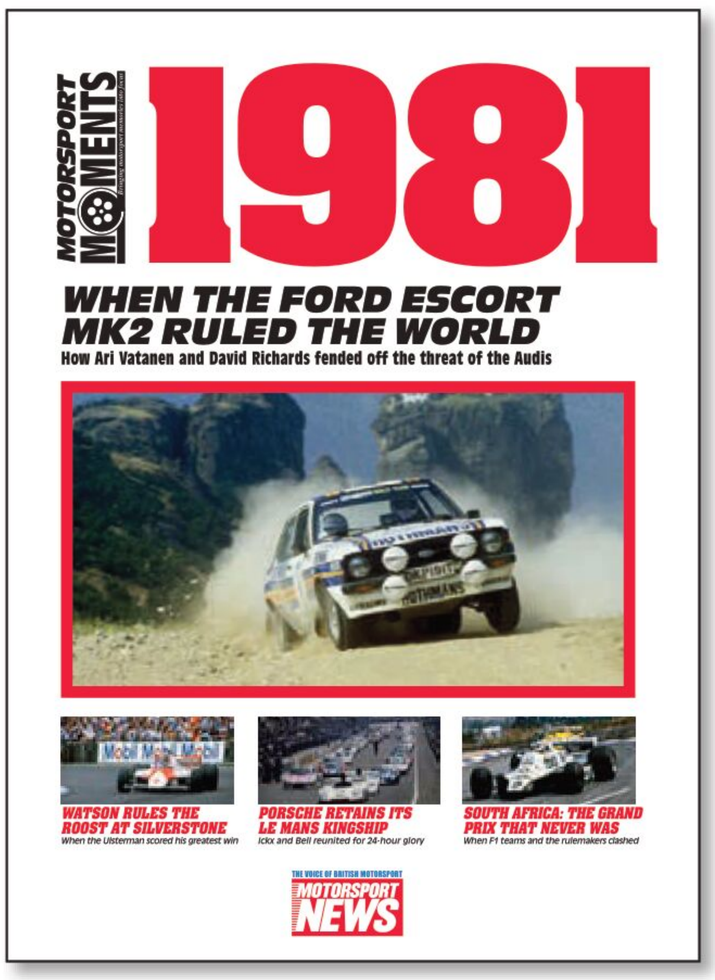
Ready for blast off

Brian Hart (Brabham), nearest the camera, shared the grid with Carlos Pace's Lotus (centre) and Carlos Reutemann (far side) at the start of the second heat for the European Formula 2 encounter at Crystal Palace in May, 1971. While Hart was destined not to qualify from the heats and Pace pulled out of the final with oil pump trouble, Reutemann (Brabham) finished fifth in a round that was claimed by Emerson Fittipaldi's Lotus. The podium was completed by Tim Schenken (Brabham) and Ronnie Peterson (March).

COMING SOON!

1981

In the second of our series of **Motorsport Moments** bookazines, we look back 40 years to the 1981 season. It was an epic year for Ari Vatanen and David Richards in the Ford Escort Mk2, while John Watson thrilled the home fans at the British GP at Silverstone.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